



SEALIFT

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

November 2018 ISSUE



The hospital ship USNS Comfort (T-AH 20) transits south on an 11-week medical support mission to Central and South America as part of U.S. Southern Command's Enduring Promise initiative. Working with health and government partners in Ecuador, Peru, Colombia and Honduras, the embarked medical team will provide care on board and at land-based medical sites, helping to relieve pressure on national medical systems caused partly by an increase in cross-border migrants. (U.S. Navy photo by Mass Communication Specialist 1st Class Scott Bigley/Released)

USNS Comfort Deploys

By Raymond Sarracino, U.S. Southern Command

The U.S. Navy hospital ship USNS Comfort (T-AH 20) departed Naval Station Norfolk, Oct. 11 en route to South America and Central America where it will conduct an 11-week medical assistance mission working closely with host-nation health and government partners in Ecuador, Peru, Colombia, and Honduras.

The purpose of the deployment is to help relieve pressure on host nation medical systems partly due to an increase in migrants crossing their borders and provide care to the appropriate communities.

This mission marks the sixth time the hospital ship will provide medical assistance in the region and reflects the United States' enduring promise of friendship, partnership, and solidarity with the Americas. Since first deploying to the region on a similar mission more than a decade ago, the hospital ship has visited 18 nations in the Caribbean, Central America, and South America. During those missions, military medical professionals worked with host nation and civilian partners to provide medical treatment to nearly 390,000 people, including more than 6,000 surgeries.

The ship's crew includes more than 200 U.S. and partner nation military doctors, nurses, and technicians. In addition, about 60 medical and dental professional volunteers from non-governmental organizations will be on board to support the medical assistance mission. They will be joined by a smaller team of civil service mariners who will oversee the ship's operation and navigation.

During the mission, USNS Comfort will visit Esmeraldas, Ecuador; Peru (port to be determined); Riohacha and Turbo in Colombia; and Puerto Castilla, Honduras. Specific dates for each port visit will be announced several days prior to the hospital ship's arrival.

As part of the planning for USNS Comfort's mission, health ministries in each country will select patients with medical needs that can be evaluated and treated by the hospital ship's on-board surgical services and capabilities. Other medical services will be available to individuals on a first-come, first-served basis at the USNS Comfort's land-based medical sites.

Health services provided in this year's USNS Comfort deployment include general surgery, ophthalmologic surgery, dermatology, medical evaluation and treatment, preventive medicine, dental screenings and treatment, optometry screenings, eyewear distribution, and public health. Medical capabilities aboard the hospital ship include surgical and post-surgical rooms, a CAT-scan unit, four X-ray machines, a dental suite, an optometry lab, a physical therapy area, two oxygen-producing plants, and a 5,000-unit blood bank.

During each visit, Comfort's medical team expects to treat approximately 750 patients per day at each medical site on shore, and anticipate conducting up to 20 surgeries per day aboard the vessel.

A U.S. Navy hospital ship has the capacity to provide afloat, mobile, acute surgical medical facilities to the U.S. military, and is an optimal platform to provide hospital services in support of U.S. humanitarian assistance and disaster relief operations worldwide.

In the aftermath of a destructive earthquake near Port-au-Prince, Haiti in 2010, the ship deployed there, where it supported a large-scale foreign disaster assistance mission under the leadership of the U.S. Agency for International Development (USAID), treating more than 870 victims seriously injured during the disaster and performing nearly 840 surgeries. The USNS Comfort mission demonstrates U.S. commitment to the Americas and

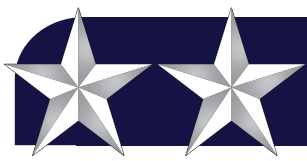
is part of a continuum of support provided by U.S. Southern Command (SOUTHCOM). SOUTHCOM-sponsored civic assistance and humanitarian missions are conducted in close cooperation with partner nations in the region as well as with U.S. interagency partners at the U.S. Department of State and USAID. Similar missions include Continuing Promise, New Horizons, Beyond the Horizon, medical readiness training exercises and the Medical Civil Action Program.

SOUTHCOM is one of the nation's six geographically focused unified commands, with responsibility for U.S. military operations in the Caribbean, Central America, and South America.

In This Issue

- USNS Comfort Deploys
- USNS Wally Schirra Rescue
- International Seapower Symposium
- Winter is Coming
- Combat Logistics Force Posture
- Sailors to Chief Petty Officers
- Strategic Sealift Officers
- Hispanic and Latino Americans
- Disability Awareness Month

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PRISM, HERSHEL 'WOODY' WILLIAMS VISIT, SMALL BUSINESS PROGRAM

From Commander, Military Sealift Command

Probability Risk Indicators for Safety Management

The National Defense Strategy states that “We are facing increased global disorder, characterized by decline in the long-standing rules-based international order – creating a security environment more complex and volatile than any we have

experienced in recent memory.” In this environment we must seek any competitive advantage we can find and in many cases the margins are measured in inches or seconds. Our charge and our duty is to prepare now so that in any future conflict we may prevail.

Last year we began a pilot project to produce recommendations to improve safety and reduce mishaps on MSC ships. Improved safety and fewer mishaps can produce a competitive advantage as we operate in the contested environment. The new program, Probability Risk Indicators for Safety Management or “PRISM” is an assessment tool that determines the likelihood of future safety incidents and assists in providing recommendations to reduce mishaps and improve safety on MSC ships.

After a year of research and validation, the team working on the project identified five variables which were found to have the highest likelihood of future safety incidents. These variables are Past Mishaps (PM), Excessive Overtime (EO), Overdue Relief (OR), Maintenance Incompletes (MI) and Critical Billets Time On Board (CBTOB). Both multiple linear regression and exponential regression analysis were applied to the data variables in order to develop the equation used in the PRISM algorithm.

The PRISM model will generate a dashboard view harnessing a predictive analytics capability to identify ships that are at greatest risk for a safety incident. This dashboard view will provide visibility to our senior leaders indicating which ships are more likely to experience a safety issue, and more importantly, what actions can be taken to improve safety outcomes.

Following this pilot, the command has now implemented the program on the combat logistics force ships. In the future, we will add the expeditionary fast transport ships, with the goal of ultimately applying PRISM to all our government-owned, government-operated ships.

Programs such as PRISM demonstrate innovative thinking and leverage modern knowledge management practices to enhance our safety culture.

I'd like to thank the team that has worked so diligently over the past year to develop and now implement this program. Their work will have a direct impact on the safe operation of our ships and the well-being of our mariners.

Hershel 'Woody' Williams Visit

Recently we were privileged to host Hershel “Woody” Williams at two events at Norfolk Naval Station. Mr. Williams toured his namesake ship, USNS Hershel “Woody” Williams (T-ESB 4), and spoke to a large audience at our Waypoint speaker series.

Mr. Williams joined the U.S. Marine Corps after the attack on Pearl Harbor, and received the Medal of Honor for actions during the battle of Iwo Jima. He is the last surviving Medal of Honor recipient from that historic battle. We are honored to have an MSC ship named after this great American hero.

During his talk I was captivated by Mr. Williams’ sense of humility and generosity of spirit. He attributed his successes to working with motivated teammates, and emphasized that our work in the military, working together for a greater cause, represents the true American spirit.

If we can work with a fraction of the skill, tenacity and humility displayed by Woody Williams we will be well on our way to operating as a high-performing team focused on mission accomplishment.

We accepted delivery of the USNS Hershel “Woody” Williams expeditionary sea base this past February. Like her sister ship, USS Lewis B. Puller, currently operating forward in the Arabian Gulf, USNS Hershel “Woody” Williams will provide us a competitive edge against potential adversaries. Through a unique combination of aviation support, equipment staging, command and control, and a well-trained mariner crew, this expeditionary sea base will provide our leadership with options and decision space.

We are grateful to have had the opportunity to host Mr. Williams and his family,



Medal of Honor recipient, U.S. Marine Corps Chief Warrant Officer Hershel “Woody” Williams (Retired), meets with Ship’s Master, Captain George McCarthy, aboard USNS Hershel “Woody” Williams (T-ESB 4), during a namesake ship visit at Naval Station Norfolk, Sept. 5. Williams is the last surviving Medal of Honor recipient from the WWII battle of Iwo Jima. (U.S. Navy photo by Brian Suriani)

and I am very appreciative of the many staff members who contributed to making his visit a success.

Small Business Program

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.

United We Sail,

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



UNITED WE SAIL

MSC'S USNS Wally Schirra Rescues Distressed Fishermen

By Grady Fontana, Military Sealift Command
Far East Public Affairs

The crew of Military Sealift Command's fleet ordnance and dry cargo ship USNS Wally Schirra (T-AKE 8) rescued five Filipino fishermen off an adrift and distressed boat in the South China Sea, Oct. 8.

According to the rescued individuals, all personnel from the boat survived despite being adrift for approximately five days.

Wally Schirra was conducting a routine mission when the watch officer and lookout spotted the individuals in apparent distress on an adrift boat.

"Luckily, we were going at a slow enough speed to have spotted the fishermen," said civilian mariner Capt. Keith Sauls, USNS Wally Schirra's master. "The individuals were waving their arms and a flag in the air. They were also flashing a white light that was previously thought to be a fishing buoy. The watch officer notified me, then the chief mate of a possible rescue situation."

According to the fishermen, their boat sank Oct. 3 after the hull was punctured by the bill of a blue marlin, estimated at 6-feet long and about 200 lbs.

"The fishermen salvaged what they could from the rapidly sinking boat, removing the outriggers and planks to turn it into a raft with floats and barrels underneath for floatation," said civilian mariner Leon Hadley, chief mate, USNS Wally Schirra. "They took with them some rice, clothes, batteries, an 8-watt bulb, an AM-receive only radio and a handheld GPS. They had no water."

As the Wally Schirra closed the distance with the distressed boat, the fishermen entered the water and swam toward the Wally Schirra.

A rigid-hulled, inflatable boat and search and rescue swimmers deployed off the Wally Schirra and pulled the fishermen to safety.

Aboard the Wally Schirra, qualified personnel conducted an initial medical assessment and security search of the individuals and their possessions.

"We received the clearance to go into Subic Bay and the fishermen were transferred to the Philippine Coast Guard while at sea," said Sauls.



The fishermen thanked the crew of the Schirra for rescuing and housing them, and for their generosity in providing them with spare clothes and cash donations.

"On average, death results two to three days after a diet of drinking undiluted salt water or urine in survival-at-sea events as it takes more water than is consumed for the body to process the waste and salt out of the kidneys, leading to a build-up of salt and toxic ammonia in the body which only deepens the cycle and quickly leads to death if not stopped," said Hadley. "We're all lucky we found them when we did."

Global leaders Assemble at 23rd International Seapower Symposium

By Mass Communication Specialist 2nd Class Kristi Nanco,
U.S. Naval War College Public Affairs

Military leaders from more than 100 nations converged to discuss cooperative strategies for enhancing global security, order and prosperity at the chief of naval operations' (CNO) 23rd International Seapower Symposium (ISS) held at U.S. Naval War College (NWC), Sept. 18-21, 2018.

ISS is the world's premier naval gathering, bringing together heads of services to bolster maritime security by discussing common challenges and shared opportunities.

CNO Adm. John Richardson and NWC President Rear Adm. Jeffrey Harley co-hosted the symposium, which included more than 90 heads of service and eight former NWC presidents. Keynote speakers included Secretary of Defense James Mattis; Secretary of the Navy Richard V. Spencer; retired Adm. Timothy J. Keating; and Peter W. Singer, strategist and senior fellow at New America.

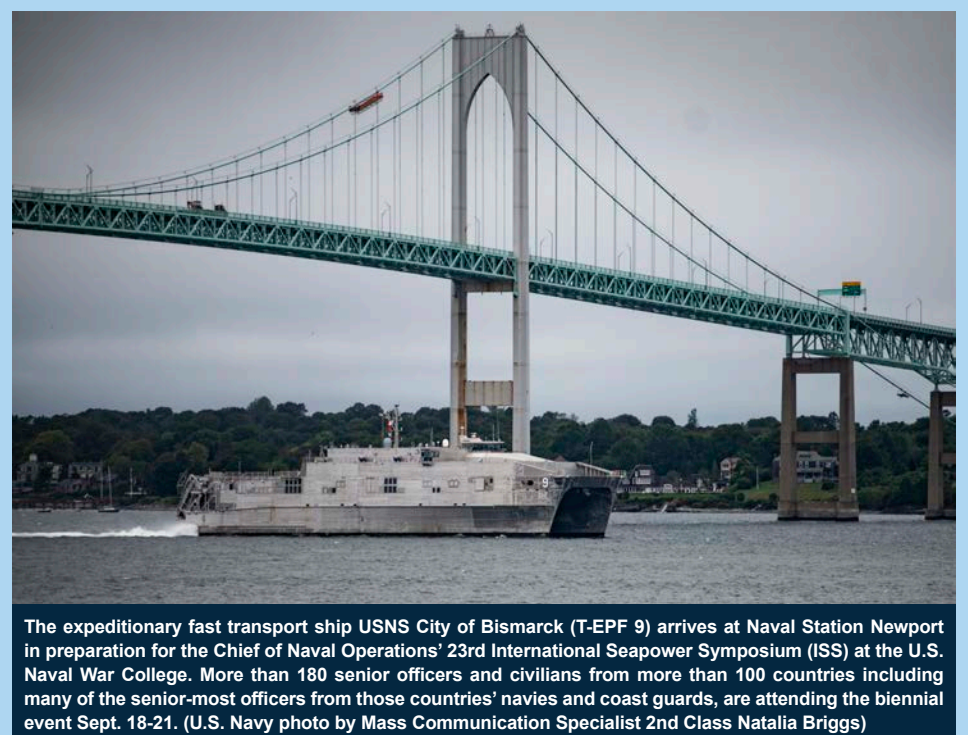
"We seek a true partnership based upon the concept of shared risks producing shared rewards," said Spencer. "A partnership in which no single nation is the expert, and the ability to lead resides within all of us. When we work together this way, we can produce an equation where 1+1 = 3, and everyone benefits."

Panelists and speakers of ISS frequently expressed a shared goal to improve interoperability among the world's navies, based on the principle that "we are stronger together." Working together in exercises, joint deployments, personnel exchanges, attending each other's schools, and gathering at events like ISS enhances mutual security, protects the rules-based order that benefits all nations, and contributes to global prosperity.

In a crisis, the ability to quickly assemble relies on these pre-existing bonds between navies as nations embark on missions that matter to security, order and economic prosperity.

"Every day, our allies and partners join us in defending freedom, deterring war and maintaining the rules which underwrite a free and open international order," said Spencer.

Oceans that once were the physical and psychological barriers that kept nations apart are now the maritime superhighways that bring nations together. Strong maritime forces are uniquely suited to help manage the increasing pace and complexity of change, by virtue of the uniquely productive relationships that are possible, and by virtue of strong history and advocacy for behavior in accordance with a well understood and agreed-to set of rules.



"ISS-23 is a manifestation of this desire to strengthen the bonds of trust and confidence among partners, and to explore new opportunities on which we can collaborate and from which we can learn," said Richardson.

"Make no mistake, this desire to sail together in support of our fellow citizens, regardless of the winds, waves and weather around us, is the current that has drawn us here to Newport."

The more we cooperate, the better we would be able to provide presence globally and around the clock," said Keating, one of the keynote speakers. He continued his address by saying secure communication is essential to effective maritime strategy.

Panel discussions, presentations and one-on-one conversations by the delegates concerned common issues of the maritime domain such as combined operations, communication at sea, drug trafficking, piracy, smuggling, natural disaster relief and methods of securing free and open ocean spaces.

During his remarks, Singer suggested that in order to maintain peace, flexibility and consciousness, it's necessary to understand the changes occurring on the water and in the world. It is paramount to the future of not just maritime warfare but also to national policy.

Continued on Page 8

WINTER IS COMING, ARE YOU READY?

By Bill Mesta, Military Sealift Command Public Affairs

The kids are back in school and the leaves on the trees have started to change. Folks are starting to think about the holidays which still feel like a million years away but in reality will be here before we know it. The other thing which will be upon us before we know it is winter...and all that comes with it.

I recently had the opportunity to interview Military Sealift Command Safety Specialist John McKinney about the coming winter and what our teammates need to do to be ready for inclement weather.

As MSC's team heads into the fall and winter, what are some of the hazards we should be preparing for?

McKinney-Winter storms create a higher risk of car accidents, hypothermia, frostbite, carbon monoxide poisoning, and heart attacks from overexertion. Winter storms and blizzards can bring extreme cold, freezing rain, snow, ice, and high winds. A winter storm can:

- Last a few hours or several days;
- Knock out heat, power, and communication services; and
- Place older adults, young children, and sick individuals at greater risk.

Why is it important to begin preparing for fall and winter before the seasons arrive?

McKinney-Before the frigid weather arrives, it is important to get to know your area's risk for winter storms. Extreme winter weather can leave communities without utilities or other services for long periods of time.

Making sure your home is ready for winter is very important. Prepare your home to keep out the cold with insulation, caulking, and weather stripping. Learn how to keep pipes from freezing. Also, install and test smoke alarms and carbon monoxide detectors with battery backups.

If your area is under threat of winter weather, it is important to pay attention to weather reports and warnings of freezing weather and winter storms. Sign up for your local community's warning system. The Emergency Alert System (EAS) and National Oceanic and Atmospheric Administration (NOAA) Weather Radio also provide emergency alerts.

When preparing for winter weather it is important to gather supplies in case you need to stay home for several days without power. Keep in mind, each family member's specific needs, including medication. Have extra batteries for radios and flashlights. Also, do not forget the needs of your pets.

Build an emergency supply kit for your automobile. Your kit should include jumper cables, sand, a flashlight, warm clothes, blankets, bottled water, and non-perishable snacks. Keep the automobile full of fuel. It would also be wise to learn the signs of, and basic treatments for, frostbite and hypothermia.

-Do you have any tips in regards preparing one's home for winter?

McKinney-Your home is going to provide your primary shelter during a winter storm so it is important to have your dwelling ready for inclement weather before winter arrives.

Recommendations for winterizing your home include insulating walls and attics, caulking and weather-stripping doors and windows, insulating water lines and installing storm windows or covering windows with plastic.

A frozen water line can result in major problems for you and your family. To prevent frozen water lines, allow faucets to drip or trickle during unusually cold weather or if the power and heat are out to avoid freezing. When water freezes, it expands, and this can cause water pipes to burst. Know how to shut off water valves if a pipe bursts.

There are things you can do outside of your home to prepare for winter. It is recommended, that you should clean out rain gutters to prevent damage to your roof and home's structure from excessive rain.

Hire a contractor to check out the condition of your home's roof and repair any leaks. Make sure they check your roof to ensure it can handle the extra weight of the snow and ice.

Remove away tree branches that could fall on a house or neighboring structure during a winter storm. Keep pathways and driveways clear between storms to avoid buildup of snow piles and icing.

Another recommended winter preparation for your home is to install battery-operated carbon monoxide detectors or electric detectors with battery backups in central locations on every level of your home. This will provide an early warning of accumulating carbon monoxide, which is a colorless, odorless, tasteless, and potentially deadly gas.

Keep fire extinguishers on hand and make sure everyone in your home knows how to use them.

If your home's smoke alarms depend on power from your home's electrical system (hardwired), make sure the backup battery is replaced at least once a year, so your alarms will work during a power outage.

Depending on where you live expect frigid temperatures, so it is important to maintain your home's heating systems and chimneys by having them cleaned and inspected every year by a qualified professional.

If you are renting your home, check with your landlord or property manager to ensure that they have taken care of these necessary building improvements or find out your responsibilities with respect to home maintenance.

Are there supplies one should keep in stock at home in case of inclement weather?

McKinney-It is very important to build an emergency supply kit before inclement weather. These supplies could be critical for weathering frigid winter storms.

Ready.gov recommends the following items be included in an emergency supply kit:

- Water, one gallon of water per person per day for at least three days, for drinking and sanitation.
- Food, at least a three-day supply of non-perishable food.
- Battery-powered or hand crank radio and a NOAA Weather Radio with tone alert and extra batteries for both Flashlight and extra batteries.
- First aid kit Whistle to signal for help.
- Dust mask, to help filter contaminated air and plastic sheeting and duct tape to shelter-in-place.
- Moist towelettes, garbage bags and plastic ties for personal sanitation.
- Wrench or pliers to turn off utilities.
- Can opener for food (if kit contains canned food).
- Local maps.

To assemble your kit, store items in airtight plastic bags and put your entire disaster supply kit in one or two easy-to-carry containers such as plastic bins or a duffel bag.

Additional emergency supply kit items to consider include:

- Prescription medications and glasses.
- Infant formula and diapers.
- Pet food and extra water for your pet.
- Important family documents such as copies of insurance policies, identification and bank account records in a waterproof, portable container.
- Cash or traveler's checks and change.
- Emergency reference material such as a first aid book or information.
- Sleeping bag or warm blanket for each person. Consider additional bedding if you live in a cold-weather climate.
- Complete change of clothing including a long sleeved shirt, long pants and sturdy shoes. Consider additional clothing if you live in a cold-weather climate.
- Household chlorine bleach and medicine dropper – When diluted nine parts water to one part bleach, bleach can be used as a disinfectant. Or in an emergency, you can use it to treat water by using 16 drops of regular household liquid bleach per gallon of water. Do not use scented, color safe or bleaches with added cleaners.
- Fire Extinguisher Matches in a waterproof container.
- Feminine supplies and personal hygiene items.
- Mess kits, paper cups, plates and plastic utensils, paper towels.
- Paper and pencil Books, games, puzzles or other activities for children

-What should one do if their home is impacted by winter weather (i.e. downed power lines, trees, limbs, and ice)?

McKinney-Limit your time outside during extreme cold. If you need to go outside, wear layers of warm clothing and watch for signs of frostbite and hypothermia.

Avoid carbon monoxide poisoning. Only use generators and grills outdoors and away from windows. Never heat your home with a gas stovetop or oven.

When you are working outside in the cold it is important to reduce the risk of a heart attack. Avoid overexertion when shoveling snow.

Watch for signs of frostbite and hypothermia and seek medical treatment right away should you or a family member be impacted.

Don't forget to check on your neighbors. Older adults and young children are more at risk in instances of extreme cold.

Make a phone list of local city numbers to call should you require of emergency services.

-What should MSC teammates do to prepare their vehicles for fall and winter?

McKinney-During the fall, before winter weather sets in, make sure you or a mechanic completes a winter weather check on your vehicle by ensuring that the following car components are working safely and properly:

- Antifreeze levels
- Battery and ignition system
- Brakes
- Exhaust system (carbon monoxide is odorless and can be fatal)
- Fuel and air filters
- Heater and defroster
- Lights and flashing hazard lights
- Oil
- Thermostat

Continued on Page 8

Military Sealift Command Combat Logistics Force: “Posturing for Phase II and Beyond”

Cmdr. Paul Benishek, Military Sealift Command Pacific

Military Sealift Command’s Logistics program sponsored the seventh annual Combat Logistics Force (CLF) Logistics Officer (CLO) Operational Planning Workshop recently, at the Center for Excellence in Disaster Management & Humanitarian Assistance at Joint Base Pearl Harbor-Hickam, Ford Island, Hawaii. The five-day collaborative event allowed the CLO teams and partners to assess and advance team alignment with CNO’s operational logistics in a contested maritime environment concept.

This year’s workshop saw the largest number to date of key supporting and supported stakeholders in attendance bringing together a collective forum represented by the surface warfare & submarine warfare communities, logistics/war planners, supply chain experts, combat logistics support agencies, and information technology professionals, as well as fleet operational logisticians.

“The level of involvement and participation achieved a significant milestone since the inception of the CLO network in 2011,” said Cmdr. Paul Benishek, Military Sealift Command Pacific. “The invaluable collaboration from having key stakeholders present and deliberating towards a common goal brought a unity of focus that will ultimately help identify wartime capability gaps in the fleet sustainment network and accelerate MSC’s ability to “bend the curve” at an enterprise level.”

MSC fleet sustainment director, Mike Robinson, set the tone for the presentations and discussions by reinforcing that CLOs have to envision operating beyond a steady-state environment where they will work in a very pressurized sustainment model requiring agile and timely decision making to source customer requirements, right size, and optimize last tactical mile delivery options all while operating in a contested environment. This environment demands the highest degree of flexibility and logistic resourcefulness in order to successfully support U.S. naval warfare strategies.

“The August 2018 workshop ‘Posturing for Phase II and Beyond’ tasked participants to rethink current tactical sustainment and delivery methodologies to a more fluid construct,” according to Benishek. “The new model can be described as ‘any payload to any platform,’ which will potentially expand to commercial ship charters, unmanned aircraft systems, joint operations and multimodal delivery options when supporting major combat operations.”

Some of the topics covered included Pacific Fleet mobile logistics, ordnance phasing/force flow, contested environment communications, battle menu feeding, reserve unit support and contested environment logistics.

“The workshop was also intended for the worldwide CLOs to share best practices, foster innovation, and implement continuous process improvement initiatives as well as enhance their interoperability as a globally integrated network,” according to Benishek. “It also served as an opportunity to level set the CLO competency for newly assigned personnel.”

Featuring keynote addresses by both the director and the reserve director, Logistics, Fleet Supply and Ordnance, N4, U.S. Pacific Fleet, Rear Adm. (Select) Kristen Fabry and Rear Adm. Jacquelyn McClelland, respectively, showcased the importance of this workshop and ensured the focus remained closely aligned with fleet sustainment policies.

“In this era of great power competition and the prospect of a ‘high-end fight,’ the CLOs will be faced with unprecedented challenges,” said Pete Budi, MSC logistics director. “As such, they are uniquely positioned to enact operationally flexible sustainment strategies and solutions, particularly during Phase II or contingency operations.”

“A key workshop take away was an expectation for an exponential increase in combatant presence in a wartime scenario, the same can be said with the myriad of logistics and connector platforms that will be in play beyond CLF ships that CLOs typically manage today,” according to Benishek. “The cargo loads in a Phase II environment will be highly mobile and likely include pre-positioning on some very untraditional platforms and expeditionary locations.”

According to Budi, “In planning for future operations, from a Phase II perspective, it is vital for logistics partners that will be in the fight together also be proactively working together and team building in the posturing phase that we are currently in.”

“The workshop successfully illustrated that posturing for Phase II will demand the highest degree of agility, resourcefulness, and high velocity learning from the CLOs as well as our fleet and logistics partners in order to disrupt our adversaries and be decisive in a warfighting environment unlike that we have ever faced before,” concluded Benishek.

Military Sealift Command Headquarters Promotes Sailors to Chief Petty Officer

Military Sealift Command Public Affairs



File photo (U.S. Navy photo by Maria Dumanlang)

Two Sailors attached to Military Sealift Command’s headquarters were promoted to Chief Petty Officer during a ‘pinning ceremony’ held on board Naval Station Norfolk, Sept. 16.

Military Sealift Command teammates Chief Information Systems Technician Rachel Myles and Chief Damage Controlman Kent Crouch donned their new anchors and combination covers during the ceremony symbolizing their transition to Chief Petty Officer.

“A United States Navy Chief Petty Officer is a ‘humble servant’ of the Navy educating and mentoring Officer and Sailors throughout the world,” said Myles. “Becoming a Chief Petty Officer is a process. You must take an exam and score above the final multiple score to be eligible for the Chief Selection Board. Then you have the option to prepare a package to represent yourself to the board. Next a panel of Master Chief Petty Officers convene the Chief Selection Board during which they review and score every package and select the top professionals of that rate to be promoted to Chief.”

The Chief Petty Officer, as recognized today, was officially established 1 April 1893, when the rank “petty officer first class” was shifted to Chief Petty Officer. This originally encompassed nine ratings (occupational specialties): Chief Master-at-Arms, Chief Boatswain’s Mate, Chief Quartermaster, Chief Gunner’s Mate, Chief Machinist, Chief Carpenter’s Mate, Chief Yeoman, Apothecary, and Band Master, according to the Naval History and Heritage Command web site.

“It is an honor and a blessing to be selected for Chief Petty Officer,” according to Myles. “I will be a figure that Sailors look up and I will have greater responsibilities to the Navy and Sailors. Thank you to my mentors for not giving up on me and helping me achieve what others thought I couldn’t.”

Before being promoted to Chief Petty Officer, Sailors selected for promotion participate in a multiple-week ‘Initiation’ which is designed to challenge the new Chiefs and developed their leadership skills to be able to excel at their new duties.

According to Myles, “The initiation is a time period in which we are prepared professionally, taught humility and the importance of the Chief’s roles and responsibilities.”

Myles offered some advice for those striving to become a Chief Petty Officer.

“You need to find a mentor and be engaged in the relationship so that you can be guided in the right direction,” offered Myles. “Strive to reach new heights and stay motivated. You must be able to preserve and learn from your mistakes. Work hard, stay positive and encourage those around you. Also, master your job, train your teammates and study diligently.”

Today, there are three Chief Petty Officer ranks: Chief Petty Officer, Senior Chief Petty Officer, and Master Chief Petty Officer. Chiefs are recognized for exemplary technical expertise within their rating, superior administrative skills, and strong leadership ability. Most importantly, chiefs bridge the gap between officers and enlisted personnel, acting as supervisors as well as advocates for their Sailors, according to the Naval History and Heritage Command web site.

For more information about what it means to be a Chief Petty Officer or being promoted to Chief, ask a Chief.

Military Sealift Command ‘Pins’ New Strategic Sealift Officers

Military Sealift Command Public Affairs

Military Sealift Command recently hosted two ceremonies to recognize 11 teammates for qualifying as Strategic Sealift Officers (SSO).

Rear Adm. Dee Mewbourne, Commander, Military Sealift Command, ‘pinned’ Lt.j.g. Patrick Clarke, Lt.j.g. Allie Winnfree, Lt.j.g. Rich Fremgen, Ensign John Eady, Ensign Robert Jennings, Ensign Emily Peterson, Lt.j.g. Breanna Linsley, Ensign Kelsey Ireland, Ltjg. Timothy Llull, Lt.j.g. Andrew Hendrix and Lt.j.g. Christian Gates with their new SSO warfare devices at the ceremonies which were held at the MSC headquarters on board Naval Station Norfolk.

SSOs are commissioned officers in the U.S. Navy Reserve assigned to reserve U.S. Naval activities that support strategic sealift in times of national defense or emergency. The SSO program provides the capability for emergency crewing and shore-side support of Military Sealift Command’s Surge Sealift Fleet and the Ready Reserve Force in times of national defense or emergency.

“Warfare Qualification is one of the most important milestones of a Naval Officer’s career and should be celebrated. Warfare qualification is a long process usually with practical assessments, written exams, and verbal boards,” said Capt. Steven Urwiller, MSC’s Deputy Strategic Sealift Officers Flag Sponsor. “SSOs are proud to carry on the same Navy traditions and these ceremonies celebrate this major type of navy career milestone.”

An SSO is a Navy Reserve Officer that has an active U.S. Coast Guard Unlimited Tonnage/Horsepower Merchant Mariner Credential.

“These officers are subject matter experts in sealift, maritime operations, and logistics necessary to fulfill many of the Navy’s combat support mission,” said Urwiller. “The Strategic Sealift Officer Force (SSOF) is significantly different from other Navy Reserve program because it is made up of only Naval Officers who are qualified to operate merchant ships as naval auxiliaries and provide officer crewing for ships in the Ready Reserve Force (RRF) and Military Sealift Command’s (MSC) Surge Sealift Fleet.”

SSOs support the Navy’s efforts through either the Individual Ready Reserve or as drilling reservists in the Selected Reserve.

“Merchant Marine Officers have been supporting the U.S. military in one form or another since the birth of our nation,” said Urwiller. “Prior to World War I a program was established to formalize this support, this program has endured. The program had its beginnings in 1913 when it was called the Naval Auxiliary Reserve. The name has since changed a few times, the Merchant Marine Naval Reserve from 1925 to 1938, the Merchant Marine Reserve from 1938 to 2010, Strategic Sealift Officer Program from 2010 to 2018, and it is now called the Strategic Sealift Officer Force.”

The U.S. Merchant Marine is an essential component of National Defense and provides the primary sealift capability necessary to meet National Defense requirements.

“Experience gained during previous conflicts has emphasized the importance of Navy coordination with all segments of the maritime industry,” said Urwiller. “In order to facilitate these integrated operations, the Department of the Navy established the Merchant Marine Reserve U.S. Naval Reserve Program. This program is now called the Strategic Sealift Officer Force.”

The SSOF supports National Defense sealift requirements and capabilities and provides the Navy with Commissioned Officers to serve as subject matter experts in sealift, maritime operations, and logistics to fulfill many of the Navy’s combat support missions.

“The primary purpose of the SSOF is to crew the Strategic Sealift ships and move necessary military supplies during a wartime event when the nation’s supply of civilian mariners is no longer sufficient to man the vessels,” said Urwiller. “During peacetime, the SSOF provides a vital integration of civilian expertise into the operational requirements and support functions needed to maintain the Navy and MSC day-to-day operations.”

To become an SSO, a service member must obtain a commission as an officer in the United States Navy through either direct commission into the reserves or graduate from one of the Maritime Academies, and also maintain an active U.S. Coast Guard Merchant Mariner Credential.

“The MMC must be endorsed for either Unlimited Tonnage (deck) or Unlimited Horsepower (engine), and be valid on all oceans, according to Urwiller. “A Standards, Training, Certification, and Watch-keeping (STCW) endorsement as Officer in Charge of Navigational Watch or OIC of Engineering Watch or higher is required.”

Candidates interested in becoming a SSO should contact COMNAVCRUITCOM as outlined in OPNAVINST 1534.1E. If a member of the Navy Reserve is looking to re-designate, or inter-Service transfer from other Reserve Components, they must possess an active USCG unlimited tonnage and horsepower officer credential with current STCW endorsement. This member must also be employed in a position deemed mission useful by Commander Navy Reserve Force.



Rear Adm. Dee L. Mewbourne, Commander, Military Sealift Command, speaks with newly pinned Strategic Sealift Officers (SSO) during the Sept. 28, 2018, SSO Pinning Ceremony, MSC Headquarters, Naval Station Norfolk. (U.S. Navy photo by Visual Information Specialist Brian Suriani)

First in Class Ship, Future USNS John Lewis (T-AO 205) Starts Construction

From Team Ships Public Affairs

A ceremony was hosted at General Dynamics-National Steel and Shipbuilding Company (GD-NASSCO) shipyard to celebrate the start of construction of the Navy’s first John Lewis-class fleet replenishment oiler, the future USNS John Lewis (T-AO 205), Sept. 20.

Before proceeding with the start of construction, the Navy conducted a Production Readiness Review (PRR) in order to verify the effectiveness and efficiency of the design and production planning within the program. Among other indicators, the program reported detail design and 3D modeling of the entire ships to be 95 percent complete. The results of the PRR were certified by the secretary of the Navy and submitted to Congress on Sept. 6, 2018.

“Today marks a great accomplishment by the Navy and NASSCO team on this important program,” said James F. Geurts, Assistant Secretary of the Navy for Research, development and Acquisition. “Their tremendous collaboration on this new double-hulled design is a great example setting a positive trajectory leading into production.”

In Developing the T-AO 205 design, the Navy worked closely with industry partners to conduct trade off studies that matured the government-developed ship specifications. The results of the trade-off studies were then combined into integrated ship designs. GD-NASSCO was later competitively awarded a Fixed Price Incentive block buy contract for the detail design and construction of six T-AO 205 class fleet replenishment oilers.

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187 class fleet replenishment oilers to provide underway replenishment of fuel to Navy ships at sea. These ships are part of the Navy’s Combat Logistics Force and will become the backbone of the fuel delivery system.

John Lewis will be operated by the Navy’s Military Sealift Command and is the first ship named after the civil rights leader and Presidential Medal of Freedom recipient.

“As the first ship of its class, the future USNS John Lewis will play a vital role in the mission of the Navy and Marine Corps, just like its namesake John Lewis’ vital role as a national leader in the movement for civil rights and human dignity,” said Mike Kosar, Support Ships, Boats and Craft program manager, Program Executive Office Ships (PEO Ships).

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

Honoring the Service and Contributions of Hispanics and Latino Americans

By Bill Mesta, Military Sealift Command Public Affairs

Service members and civilian teammates gathered at Ely Hall on board Naval Station Norfolk to observe Hispanic Heritage Month, Sept. 25.

The U.S. Navy observes National Hispanic Heritage Month each year, highlighting the histories and accomplishments of Americans from Spanish-speaking areas.

“The theme for year’s special observance is ‘Hispanics: One Endless Voice to Enhance our Traditions,’” said Chief Sonar Technician Surface Shelia Dall, the special observance mistress of ceremonies. “During National Hispanic Heritage Month, which runs from Sept. 15 to Oct. 15, we recognize the contributions made by people from Spain, Mexico, the Caribbean, and Central and South America. This time is set aside to recognize this importance of the contributions of Latinos and Hispanics to the United States.”

According to the Defense Equal Opportunity Management Institute web site, “Hispanic Americans have an undeniable and proud record of military service, dating back to the Civil War. Whether their origins can be traced to Spain, Cuba, Puerto Rico, Mexico, or one of dozens of other Spanish-speaking countries or cultures, they have defended America with unwavering valor and honor.”

“America’s diversity has always been one of our nation’s greatest treasures,” added Dall. “Hispanic Americans have long played an integral role in America’s rich culture, proud heritage and the building of this great nation.”

Sept. 15th was chosen as the starting point of Hispanic Heritage Month because it is the anniversary of independence for five Latin American countries; Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua. In addition, Mexico declared its independence on Sept. 16, and Chile on Sept 18.

“This year’s theme invites us to reflect on Hispanic Americans, not only embracing America and its culture, but also bringing their own traditions, culture, values and ideals to the vitality and meaningful legacy of our nation’s cultural framework,” according to Dall. “Hispanics have had a profound and positive influence on our country because of their commitment to family, faith, hard work and service.”

The keynote speaker for MSC’s special observance was Mr. Julian Banea, the president of the Hispanic Chamber of Commerce of Coastal Virginia. Banea is a United States Marine Corps veteran and the recipient of the Bronze Star medal, the Navy and Marine Corps Commendation medal, three Navy and Marine Corps Achievement medals and the Korean Defense Service medal.

“The people we are honoring this month are by no mean monolithic or homogeneous,” said Banea. “Hispanic and Latino Americans and communities reflect many cultures, nationalities, and diversity in experience.”

“Today the Hispanic culture is one of the largest segments of our ethnic community in America and our population continually grows,” said Banea. “In the Hampton Roads area alone, the Hispanic population has grown to approximately 10 percent.”

According to the U.S. Census, the Hispanic population of the United States is projected to grow to 119 million by 2060. According to this projection, the Hispanic population will constitute 31 percent of the nation’s population by that date. In 2014, there were 55 million U.S. Hispanics, accounting for 17 percent of the American population.

“While I was a Marine, I served all over the world including Central America and South America,” said Banea. “It was incredible traveling to Latin America and discovering that I really didn’t know what Spanish culture was really about. Every country has its own culture, dialect of Spanish, food and music. It was amazing to be able to experience all of these.”

“Today, thousands of Hispanic-American service members throughout the world are protecting our nation. Just as in generations past, we honor our Hispanic community, military and civilian, for their significant contributions to (or toward) protecting the United States and embodying the Department of Defense values that unite us all as one team,” according to the Defense Equal Opportunity Management Institute web site.

On May 5, 2012, the U.S. Navy christened Military Sealift Command’s fourteenth and final dry cargo/ammunition ship USNS Ceasar Chavez (T-AKE 14) to honor the prominent Mexican-American farm worker and civil rights activist, who served in the Navy during World War II.

National Disability Employment Awareness Month 2018

Military Sealift Command Public Affairs

October is National Disability Employment Awareness Month and the theme for 2018 is “America’s Workforce: Empowering All.”

National Disability Employment Awareness Month celebrates the contributions of workers with disabilities and educates about the value of a workforce inclusive of their skills and talents.

According to the Americans with Disabilities Act Amendment Act of 2008, a disability is a physical or mental impairment (psychiatric disability) that substantially limits one or more of the major life activities of such individual. Some of the recognized disabilities which impact federal employees include aging, amputation, anxiety disorder, back impairment, blindness, cancer, chronic pain, deafness, graves disease, food allergy, migraines, multiple sclerosis, migraines and vertigo, according to the Job Accommodation Network web site.

“If you’re an individual with a disability, you can apply and compete for any job for which you are eligible and meet the qualifications, but you also may be eligible for a special hiring authority,” according to Emily Cook, of Military Sealift Command’s Equal Employment Opportunity Team. “To find Federal jobs for which you can apply visit www.usajobs.gov.”

Cook emphasized that it is important as a federal employee to identify oneself as a disabled employee.

“The Standard Form (SF 256) form is required when using Schedule A to appoint people with disabilities non-competitively to Federal jobs to identify, for data collection purposes only, the individual’s particular disability,” said Cook. “Also, current Federal employees may use this form at any time during their employment to self-identify as having a disability.”

“Agencies use SF-256 to resurvey their workforce to determine how many people with disabilities are on board. Any information that is captured on this form is Privacy Act protected,” added Cook. “This form is used to capture data on the disability demographics of Federal agencies so that such agencies may conduct analysis to determine how well or poorly they are achieving their disability hiring goals. SF-256 defines disability, targeted disability, and lists the various conditions that are considered disabilities or targeted disabilities. OPM recently updated this form to better reflect current disability language.”

“Targeted disabilities include the most severe disabilities such as blindness, deafness, partial and full paralysis, missing extremities, dwarfism, epilepsy, intellectual disabilities, and psychiatric disabilities,” according to Cook. “Individuals with these disabilities typically have the greatest difficulty finding employment. As a matter of policy, the federal government has a special emphasis on recruiting, hiring, and retaining people with targeted disabilities.”

According to Cook, the employees who are impacted by a disability have the option of requesting a ‘reasonable accommodation’ thus enabling them with a productive working environment.

“A Reasonable accommodation is modifications or adjustments to the work environment, or to the manner or circumstances under which the position held or desired is customarily performed, that enable a qualified individual with a disability to perform the essential functions of that position,” according to Cook. “An applicant or employee may request a reasonable accommodation at any time, orally or in writing. In addition, accommodations are made for employees to insure that they have full access to the benefits and privileges of employment.”

A request for a reasonable accommodation occurs when an employee or their representative makes the agency aware that the employee needs an adjustment or change at work for a reason related to a medical condition.

“When requesting an accommodation, an individual may use ‘plain English’ and need not mention the Americans with Disabilities Act, Rehabilitation Act or use the phrase ‘reasonable accommodation,’” said Cook. “A verbal request is sufficient to place the agency on notice to begin the reasonable accommodation process.”

The Rehabilitation Act of 1973 requires federal employers to provide reasonable accommodations to persons with disabilities when needed, unless to do so would cause undue hardship.

“Some examples which could warrant a ‘reasonable accommodation’ request include an employee having trouble getting to work at my scheduled starting time because of medical treatments they are undergoing,” according to Cook. “Or perhaps an employee requires time off to receive treatment for a back problem. Another example could be an employee’s spouse phones the employee’s supervisor

to inform her that the employee had a medical emergency due to multiple sclerosis, needed to be hospitalized and requires time off.”

Processing an employee’s ‘reasonable request’ can be a sensitive subject and is at times difficult for supervisors.

“Supervisors and managers should initially clarify that the employee is requesting a reasonable accommodation,” said Cook. “If the employee says no, the agency has met its obligation. If the employee says yes, supervisors and managers must engage in a conversation with the employee to make an informed decision about the request.”

“If the individual’s disability is not obvious, the supervisor or manager may need to ask questions concerning the nature of the disability and any functional limitations in order to identify an effective accommodation,” added Cook. “Supervisors and managers must seek assistance from the servicing Equal Employment Opportunity (EEO) or Human Resources (HR) offices in processing the request.”

Cook provided suggestions for those seeking more information about employees with disabilities.

“The Job Accommodation Network (JAN) is the leading source of information on workplace accommodations and disability employment issues,” according to Cook. “This free confidential service is beneficial to all federal, state, and local government employers and employees. The Job Accommodation Network can be found at <https://askjan.org/> .”

“The Computer/Electronics Accommodation Program (CAP) provides assistive technology and support services to individuals with disabilities and wounded, ill and injured Service members,” added Cook. “These include those who are blind, have low vision, deaf, hard of hearing or have a dexterity, communication, cognitive, or learning disability. CAP increases access to information and works to remove barriers to employment opportunities by eliminating the costs of assistive technology and accommodation solutions.”

For more information on CAP please visit <http://www.cap.mil/Customers/Customers.aspx> .

For questions concerning Reasonable Accommodation, please contact the MSC RA Program Manager.

- Windshield wiper equipment
- Good winter tires

Do you have any advice for people who will be driving in winter weather?

McKinney-If you need to drive in snow or icy conditions it is important to accelerate and decelerate your vehicle slowly. Applying the accelerator slowly to move forward is the best method for regaining traction and avoiding skids. Don't try to get moving in a hurry. And take time to slow down for a stoplight. Remember, it takes longer to slow down on icy roads.

Drive slowly. Everything takes longer on snow-covered roads. Accelerating, stopping, turning, nothing happens as quickly driving on snow and ice as on dry pavement. Give yourself time to maneuver by driving slowly. The normal dry pavement following distance of three to four seconds should be increased to eight to ten seconds. This increased margin of safety will provide the longer distance needed if you have to stop.

Know how your car's brakes will respond when used. Whether you have antilock brakes or not, the best way to stop is threshold breaking. Keep the heel of your foot on the floor and use the ball of your foot to apply firm, steady pressure on the brake pedal.

Don't stop when driving in winter weather if you can avoid it. There's a big difference in the amount of inertia it takes to start moving from a full stop versus how much it takes to get moving while still rolling. If you can slow down enough to keep rolling until a traffic light changes, do it.

Don't accelerate unduly up hills. Applying extra gas on snow-covered roads causes you to lose traction and leaves your wheels spinning. Try to get a little inertia going before you reach the hill and let that inertia carry you to the top. As you reach the crest of the hill, reduce your speed and proceed down the other side of the hill as slowly as possible.

Don't stop going up a snow covered hill. There's nothing worse than trying to regain movement up a hill on an icy road. Try and gain some inertia on flat road before you take on the hill.

The best advice driving in snow and ice is not to. Stay home. If you really don't have to go out, don't. Even if you can drive well in the snow, not everyone else can. Don't tempt fate: If you don't have somewhere you have to be, watch the snow from indoors.

Are there any precautions MSC teammates should take when coming to work after winter weather (i.e. icy sidewalks and stairs)?

McKinney-Walking to and from parking lots or between buildings at work during the winter requires special attention to avoid slipping and falling. Slips and falls are some of the most frequent types of injuries that occur during the winter months. The base clears the parking lots and our Facility team clears the walkways and the stairs.

Please remember, the path you normally take on a sunny day might not be the same one that has been cleared for your safety. Take your time walking up to your office.

It is important to choose proper clothing during bad weather. Avoid boots or shoes with smooth soles and heels, such as plastic and leather soles. Instead, wear shoes or boots that provide traction on snow and ice; boots made of non-slip rubber or neoprene with grooved soles are best.

Wear a heavy, bulky coat which will keep you warm and will help to cushion you if you should fall. Wear a bright scarf or hat or reflective gear so drivers can see you.

Keep warm, but make sure your winter clothes don't obstruct your hearing or sight. It is important to be able to hear and see what is going on around you during a winter storm.

During the day, wear sunglasses to help you see better and avoid hazards.

Walking over snow or ice can be very hazardous. During snow and icy conditions, walk with caution and assume that all wet, dark areas on pavements are slippery and icy. Dew or water vapor can freeze on cold surfaces, forming an extra-thin, nearly invisible layer of ice that can look like a wet spot on the pavement.

Walk in designated walkways as much as possible. Taking shortcuts over snow piles and other frozen areas can be hazardous. Look ahead when you walk; a snow, or ice-covered sidewalk or driveway, especially if on a hill, may require travel along its grassy edge for traction.

Taking shortcuts through areas where snow and ice removal is not feasible can be hazardous and should be avoided.

When you have to walk over snow or ice, bend your body slightly. Walk flat-footed with your center of gravity directly over the feet as much as possible. Extend your arms out to your sides to maintain balance. Beware if you are carrying a heavy backpack or other load as your sense of balance will be hindered. If you must carry items, try not to carry too much. Leave your hands and arms free to balance yourself. Also, keep your hands out of your pockets. Hands out of your pockets while walking lowers your center of gravity and increases the chance of losing your balance. You can help break your fall with your hands free if you do start to slip.

Watch where you are stepping and GO S-L-O-W-L-Y !! This will help your reaction time to changes in traction.

When walking on steps always use the hand railings and plant your feet firmly on each step. Use special care when entering and exiting vehicles; use the vehicle for support.

Take short steps or shuffle for stability. It also helps to stop occasionally to break momentum.

Finally, it is important to remember, no matter how well the snow and ice has been removed from parking lots and sidewalks, pedestrians will still encounter some slippery surfaces when walking outdoors in the winter.

Where should MSC teammates turn to gather information about a pending or occurring winter weather incident?

McKinney-Your base will begin disseminating important information prior to inclement weather. Pay attention to AtHoc IWSAlerts notices.

The Navy Family Accountability and Assessment System (NFAAS) standardizes a method for the Navy to account, assess, manage, and monitor the recovery process for personnel and their families affected and/or scattered by a wide-spread catastrophic event. Make sure your family's information is verified and be ready to muster via NFAAS remotely if required. Pay attention to local news and authorities for information about regional hazards, school and work closures and travel delays.

For more information about preparing for winter weather go to <https://www.ready.gov/winter-weather> or https://www.fema.gov/media-library-data/1529447351958-f0c1c070e38b5d1d65e6271b9fbcd189/WinterStorm_InfoSheet_061418.pdf

Indian navy Chief of the Naval Staff and Chairman of the Chiefs of Staff Committee Adm. Sunil Lanba recommended during a panel on defense of the maritime commons "mutual trust" as an important attribute that should be included in the foundation of all present and future collaboration.

Sally Yozell, environmental security director for the Stimson Center, illustrated the impact of illicit networks on both natural resources and larger geopolitical relationships.

"The full extent of illegal, unregulated and unreported (IUU) fishing goes far beyond the environment," said Yozell. "It threatens the economic and food security of communities dependent on fisheries. It has even been linked to increasing geopolitical tensions in the South China Sea, piracy off the Horn of Africa and the drug trade in Latin America. IUU fishing often uses the same networks as other transnational organized crime who are engaged in selling black market goods. We need to take a regional approach and to share intelligence across navies and coast guards to combat these illicit networks."

Four U.S. ships were present for ISS: the amphibious transport dock USS New York (LPD 21), the guided-missile destroyer USS Lassen (DDG 82), the

expeditionary fast transport USNS City of Bismarck (T-EPF 9), and the U.S. Coast Guard Cutter Lawrence Lawson (WPC 1120). Delegates and their spouses had the opportunity to tour the ships, fostering good relationships and shared experiences for the mariners in attendance.

During his remarks, the CNO explained the importance and necessity behind maritime collaboration among allies and partners which secures the vital sea lanes that underpin global commerce.

The biennial ISS was first held in 1969 in Newport and was designed to allow naval leaders from around the world to meet and discuss common issues they faced, how to address these issues, and ultimately find solutions for them. Previous years' symposiums have resulted in enhanced cooperation in countering piracy, providing disaster relief and humanitarian assistance, coordinating search and rescue at sea (including submarine rescue), and countering arms, drug and human trafficking as well as fishery and pollution violations.



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

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