April 2019 ISSUE

SEALIFT

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

Military Sealift Command (MSC) expeditionary fast transport ship USNS Brunswick (T-EPF 6) departs Naval Base Guam, passing the MSC expeditionary fast transport ship USNS Fall River (T-EPF 4) and marking the start of Pacific Partnership 2019. (U.S. Navy photo by Mass Communication Specialist 1st Class Nathan Carpenter)

14th Pacific Partnership Mission: Enhancing Disaster Response Cooperation, Strengthening Ties in Indo-Pacific

By Petty Officer 1st Class Gregory Johnson, Commander, Logistics Group Western Pacific

The U.S. Navy joined allied and partner nation forces for the 14th Pacific Partnership mission, which commenced March 4.

This annual maritime operation will help improve disaster response preparedness, resiliency and capacity while enhancing partnerships with participating nations and civilian humanitarian organizations throughout the Indo-Pacific.

Pacific Partnership is the largest annual, multilateral disaster response preparedness mission conducted in the Indo-Pacific. This year's mission will be led by Commander, Destroyer Squadron 1, embarked in the expeditionary fast transport ships USNS Brunswick (T-EPF 6) and USNS Fall River (T-EPF 4). It will include more than 500 military and civilian personnel from Australia, Canada, Japan, Malaysia, Peru, the Philippines, South Korea, Thailand, the United Kingdom and the United States.

"Pacific Partnership is about building trust and sharing knowledge," said Rear Adm. Joey Tynch, Commander, Task Force 73, the executive agent for Pacific Partnership 2019. "This mission shows that the U.S., our partners and hosts are working together to making this region better prepared for disaster response."

Experts in the fields of engineering, medicine and disaster response will partner with each host country to conduct civic-action projects, community health exchanges, medical symposiums and disaster response training activities.

Engagements between Pacific Partnership participants and host nations are intended to improve capacity, enhance regional partnerships and increase multilateral cooperation for disaster preparedness.

"Pacific Partnership brings nations together to prepare in calm to respond in crisis," said Capt. Randy Van Rossum, commodore, Destroyer Squadron 1, the mission commander for Pacific Partnership 2019. "Our mission team, made up of service members and volunteers from around the world, reflects this enduring commitment to the region."

Pacific Partnership began in response to one of the world's most catastrophic natural disasters, the December 2004 tsunami that devastated parts of South and Southeast Asia. The mission has evolved over the years from emphasis on direct care to an operation focused on enhancing partnerships through host-nation subject matter expert and civil-military exchanges.

Pacific Partnership 2019 will have several distinctions from previous iterations:

• This year's mission will be conducted from aboard two expeditionary fast transport ships, which provide rapid intra-theater transport and have the capability to conduct relief operations in small or damaged ports.

• This year's planning and activities reflect the region's interest in building Humanitarian Assistance/Disaster Relief capability and strengthening resilience.

• This is the second year a multinational command-and-control structure will be used, consisting of a director of mission from the United Kingdom and mission chief staff officer from Australia.

• Pacific Partnership will continue to leverage the U.S. National Action Plan on Women, Peace and Security (WPS), a plan backed by Executive Order 13595 and UN Security Council Resolution 1325. Integration of WPS into Pacific Partnership yields opportunities to engage with partner nations on the topics of gender integration and gender perspectives, as well as preparedness in dealing with vulnerable populations (women, children, elderly and disabled) during and in the aftermath of crises.

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BLACK HISTORY MONTH, CIVILIAN WORKFORCE DEVELOPMENT STRATEGY

From Commander, Military Sealift Command

In February, our special emphasis program hosted an event in observance of Black History Month.

With this recognition period, we were presented with an opportunity to learn, raise awareness and celebrate the rich history and contributions of African Americans to our Navy and nation.

The Department of Defense theme for this period is "Black Migrations," and emphasizes the movement of African Americans to new destinations and new social realities. Throughout the month information was presented, including detailing the achievements of African Americans from all walks of life: inventors, scientists, astronauts, actor/actresses, politicians, sports figures and others.

African Americans have a long and distinguished tradition of service in the U.S. Navy. For us at MSC, it is fitting to recognize and list the ships in our fleet named in honor of African Americans and remember their service and sacrifice to our Nation. Those ships include:

USNS Carl Brashear (T-AKE 7)

USNS Charlton (T-AKR 314)

USNS Charles Drew (T-AKE 10)

USNS Medgar Evers (T-AKE 13)

USNS Henson (T-AGS 63)

USNS Watson (T-AKR 310)

USNS Montford Point (T-ESD 1)

MV SSG Edward A. Carter, Jr. (T-AK 4544)

Included in this distinguished group are Medal of Honor recipients, a civil rights leader, an explorer, a surgeon and medical researcher, and military members who overcame significant adversity to achieve great success. In addition, the first ship in the new class of fleet replenishment oiler (T-AO 205) is named after African American civil rights leader and Congressman John Lewis.

We can take great pride in the achievements of these African Americans and know that their legacy lives on in our work at MSC. Their examples of courage and fortitude should motivate us to be "greater each day."

We can best honor those who have stood up and served our country by continuing the forward momentum in the areas of diversity and racial equality.

Civilian Workforce Development Strategy

One of the strategic themes in the Voyage Plan is "Harnessing and Developing a Diverse, Capable and Talented Workforce." Our goal is to be an employer of choice, where we recruit, hire, train, develop and retain a diverse and ready workforce. Our success as an organization is enabled by our team members reaching their full potential and achieving professional satisfaction.

Last month we promulgated Civilian Workforce Development Strategy, 2019-2021. This strategy serves as the guiding document to lead and sustain a culture of excellence in MSC through the development of our civilian workforce. The strategy supports both the mission of the command as well as individual needs for personal growth and career progression.

The Civilian Workforce Development Strategy describes overarching themes and specific objectives aligned to three primary focus areas: Self-Development, Organization/Leader Development and Navy/MSC Enterprise Perspective. For each focus area the strategy highlights ongoing and planned investments in formal training, experiential learning opportunities, and other workforce development initiatives. A fourth area of focus, Plans and Assessment, will provide the structure and governance to track our progress and evolve our strategy to adapt to changes in our operating environment or to take advantage of new opportunities as they arise.

The true measure of success in the execution of this development strategy is your personal participation. No matter your position or experience-level at MSC, each of you will have the opportunity to pursue and benefit from personal growth as well as share in the ownership and responsibility for our organizational success.

The Civilian Workforce Development Strategy can be found on the iNavy portal at:

https://msc.navy.deps.mil/Shared%20Documents/Civilian%20Workforce%20Development%20Strategy.pdf, or your supervisor can provide you with the document.

I encourage you to take full advantage of every opportunity afforded throughout your career at MSC while also striving to give back wherever you can to the development of your teammates and contributing to our high-performing teams.

Your personal success is integral to our collective mission success.

United We Sail,

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

Civilian Workforce Development Strategy Volunteers Needed

MSC is looking for volunteers to help turn the newly released Civilian Workforce Development Strategy into real progress in workforce development.

To implement the strategy MSC is forming four cross-functional teams (CFTs) to jumpstart planning and coordinate timelines and actions with staff leads responsible for specific workforce development initiatives.

We're looking for a select few members of the MSC team interested in helping guide the development of new programs or improve existing programs.

Perhaps you are passionate about an idea for career planning or other personal growth opportunity or have a concern about professional education and training that you'd like to see changed for the better. Please consider supporting one of the CFTs and put your passion to work for the benefit of the entire MSC team.

The four CFTs and their leads are:

Formal Education and Training Initiatives - CFT lead: Mr. Mike Kishbaugh, N16 - Email: michael.kishbaugh@navy.mil

Planning, scheduling and facilitating investment in employee education, technical training, and leadership development programs.

Experiential Learning and Career Planning Initiatives - CFT Lead: Mr. Fred McKenna, N15 - Email: fred.mckenna@navy.mil

Provide for career mapping, succession planning, and personal development through experiential training and mentorship, to include inter-departmental civilian rotation and special project details.

Processes and Systems for Workforce Development - CFT Lead: Mr. Chris Trimpey, N9 - Email: chris.trimpey@navy.mil

Developing the tools, processes, and data required to administer and document workforce development.

Culture and Communication - CFT Lead: Ms. Jill Morris - Email: jillian.morris@navy.mil

Inform and gage customer/workforce feedback.

Participating in one of these CFTs in itself is a tremendous opportunity to pursue and benefit from personal growth, as well as share in the ownership and responsibility for organizational success that MSC's Civilian Workforce Strategy promises. We need you--reach out to one of the CFT leads today!

Executive Order on Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine

From The White House Public Affairs

By the authority vested in me as President by the Constitution and the laws of the United States of America, and to promote employment opportunities for United States military veterans while growing the cadre of trained United States mariners available to meet United States requirements for national and economic security, it is hereby ordered as follows:

Section 1. Policy. It is the policy of the United States to support practices and programs that ensure that members of the United States Armed Forces receive appropriate credit for their military training and experience, upon request, toward credentialing requirements as a merchant mariner. It is further the policy of the United States to establish and maintain an effective merchant marine program by providing sufficient support and resources to active duty and separating service members who pursue or possess merchant mariner credentials.

A robust merchant marine is vital to the national and economic security of the United States. Credentialed United States merchant mariners support domestic and international trade, are critical for strategic defensive and offensive military sealift operations, and bring added expertise to Federal vessel operations. Unfortunately, the United States faces a shortage of qualified merchant mariners. As our strategic competitors expand their global footprint, the United States must retain its ability to project and sustain forces globally. This capability requires a sufficient corps of credentialed merchant mariners available to crew the necessary sealift fleet. Attracting additional trained and credentialed mariners, particularly from active duty service members and military veterans, will support United States national security requirements and provide meaningful, well-paying jobs to United States veterans.

Sec. 2. Definition. For the purposes of this order, the term "applicable service" includes any of the "armed forces," as that term is defined in section 101(a)(4)(A) of title 10, United States Code.

Sec. 3. Credentialing Support. (a) To support merchant mariner credentialing and the maintenance of such credentials, the Secretary of Defense and the Secretary of Homeland Security, with respect to the applicable services in their respective departments, and in coordination with one another and with the United States Committee on the Marine Transportation System, shall, consistent with applicable law:

(i) Within 1 year from the date of this order, identify all military training and experience within the applicable service that may qualify for merchant mariner credentialing, and submit a list of all identified military training and experience to the United States Coast Guard National Maritime Center for a determination of whether such training and experience counts for credentialing purposes;

(ii) With respect to National Maritime Center license evaluation, issuance, and examination, take all necessary and appropriate actions to provide for the waiver of fees for active duty service members, if a waiver is authorized and appropriate, and, if a waiver is not granted, take all necessary and appropriate actions to provide for the payment of fees for active duty service members by the applicable service to the fullest extent permitted by law;

(iii) Direct the applicable services to take all necessary and appropriate actions to pay for Transportation Worker Identification Credential cards for active duty service members pursuing or possessing a mariner credential;

Executive Order, Continued on page 8

SECNAV Names New Class of Towing, Salvage and Rescue Ship Navajo

From Secretary of the Navy Public Affairs

Secretary of the Navy Richard V. Spencer has announced the new class of Towing, Salvage, and Rescue ship will be named Navajo in honor of the major contributions the Navajo people have made to the armed forces.

The new class of vessels will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships. The first ship of this class will be named USNS Navajo and designated T-ATS 6.

"The Navajo people have fought and served our armed forces with honor and valor in nearly every major conflict since the birth of our nation, so it is fitting and right to name a new class of ship in their honor," said Secretary of the Navy Richard V. Spencer. "The Navajo class of Towing, Salvage, and Rescue ships will serve our nation and continue the legacy of the Navajo people, and all Native Americans."

The contract includes options for potentially seven additional vessels, and each additional ship will be named in honor of prominent Native Americans or Native American tribes.

Gulf Island Shipyards was awarded a $63.5 million contract for the detail design and construction of the new Towing, Salvage and Rescue Ship which will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships in service with the US Military Sealift Command.

The T-ATS will serve as open ocean towing vessels and will additionally support salvage operations and submarine rescue missions. The first ship in the class will be built at the company's shipyard in Houma, Louisiana, and is expected to be completed in March 2021.

An artist rendering of the future USNS Navajo (T-TATS 6). (U.S. Navy photo illustration)

USNS Burlington (T-EPF 10) Arrives at JEB Little Creek-Fort Story

By Cathryn Lindsay, Military Sealift Command Public Affairs

Military Sealift Command's 10th in class expeditionary fast transport ship, USNS Burlington (T-EPF 10), traveled from Naval Station Mayport, Florida, to dock at JEB Little Creek Feb. 14.

USNS Burlington was delivered to the Navy on Nov. 15, 2018 and will be used by Military Sealift Command to support a variety of missions including overseas contingency operations, humanitarian assistance and disaster relief, special operations, and supporting emerging, joint sea-basing concepts.

Expeditionary fast transport ships are non-combatant and designed to operate in austere ports and waterways to increase operational flexibility for a wide range of activities including maneuver and sustainment, relief operations, flexible logistics support, or as the key enabler for rapid transport.

"Burlington will provide tremendous flexibility to combatant commanders in the fleet," said Capt. Scot Searles, Strategic and Theater Sealift program manager, Program Executive Office Ships. "T-EPF 10 will enhance our forward presence and provide a variety of capabilities to U.S. operations around the globe."

EPFs 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. Burlington will have airline-style seating for 312 embarked forces with fixed berthing for 104.

"The Expeditionary Fast Transport class, characterized by speed, capacity, adaptability, and innovation, is part of the Navy the Nation Needs to support our National Defense Strategy," said Rear Adm. Dee Mewbourne, Commander of Military Sealift Command, during the EPF's christening.

The vessel, constructed by Austal USA, is a 103-meter aluminum catamaran capable of transporting 600 tons of military cargo, 1,200 nautical miles at an average speed of 35 knots. Burlington operate with a crew of 26 civilian mariners with airline style seating for 312 embarked troops and fixed berthing for an additional 104.

"This ship honors Burlington, Vermont, a city that embodies American values and its patriotic, hardworking citizens for their support and contributions to our Navy," Secretary of the Navy Richard V. Spencer said in a press release. Burlington was christened at Austal's shipbuilding facility in Mobile, Alabama on Feb. 24, 2019, and was sponsored by Vermont-native and registered nurse Marcelle Leahy, spouse of Sen. Patrick J. Leahy (D-VT).

During the christening ceremony, Leahy remarked "… naming the ship after the Vermont city of Burlington was fitting because Vermonters have long heeded the nation's call to service."

"Burlington, like the other ships in the EPF program, will provide our commanders high-speed sealift mobility and agility. I am thankful for this ship and her crew who will serve our nation for decades to come and I am thankful for our industrial force teammates whose service makes this great ship possible," Spencer said.

The Spearhead-class expeditionary fast transport ship USNS Burlington (T-EPF 10) pulls into Joint Expeditionary Base Little Creek-Fort Story, Feb. 14, 2019. Burlington is the U.S. Navy's newest expeditionary fast transport ship and will be used to transport personnel and equipment in support of a variety of Department of Defense missions. (U.S. Navy photo by Brian Suriani)

U.S., British Navies Conduct Maritime Security Drills

By Mass Communication Specialist 1st Class Greg Johnson, CTF-73 Public Affairs

Royal Marine commandos and Royal Navy sailors attached to the Royal Navy Duke-class frigate HMS Montrose (F 236) conduct a visit, board, search and seizure drill aboard the Henry J. Kaiser-class fleet replenishment oiler USNS Guadalupe (T-AO 200). (U.S. Navy photo by Mass Communication Specialist 2nd Class Tristin Barth)

Military Sealift Command's fleet replenishment oiler USNS Guadalupe (T-AO 200) and British Royal Navy frigate HMS Montrose (F236) conducted maritime security and logistics training in the South China Sea, Feb. 18.

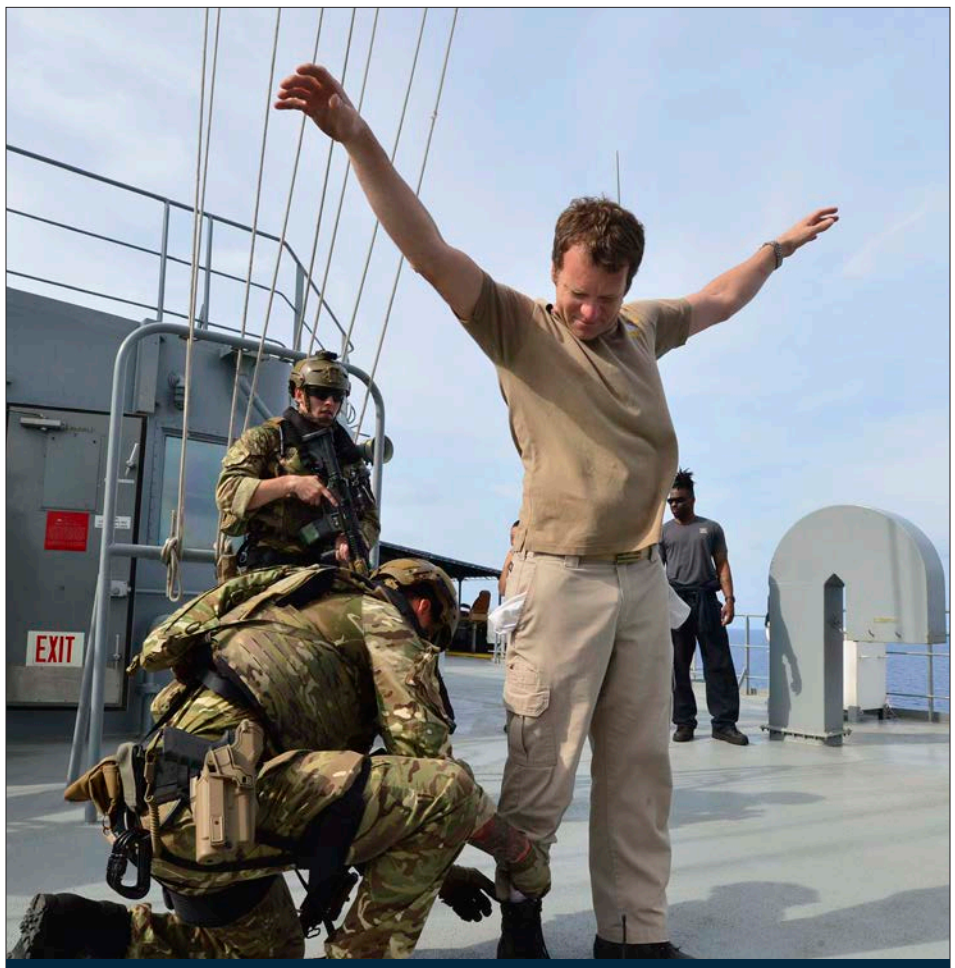
The drills involved Royal Marine commandos, Royal Navy sailors and Guadalupe crew members. During a visit, board, search and seizure (VBSS) scenario, Montrose's boarding team embarked and secured Guadalupe, which simulated a vessel engaged in high seas trafficking. The ships also practiced replenishment at sea using NATO procedures, which ensured that the two ships, despite never having worked together before, could safely and efficiently transfer fuel while underway.

"This was a valuable exercise for us, keeping our integrated Royal Navy and Royal Marines boarding team sharp and ready to deliver any mission assigned to them," said Cmdr. Conor O'Neill, commanding officer of HMS Montrose. "That we were able to achieve this training, and the replenishment drills afterwards, is testament to the close working relationship between the Royal and United States Navies, both in the Pacific and globally."

"It helps expand our capabilities and I believe it helps them, as well," said Eric Naranjo, civilian mariner Chief Mate aboard Guadalupe. "It's important because if you don't practice these scenarios, you won't have the skills necessary to succeed when the time comes."

This is the third cooperative deployment between the U.S Navy and the Royal Navy in as many months. USS McCampbell (DDG 85) and HMS Argyll (F231) operated together in the South China Sea in January, and a trilateral anti-submarine warfare exercise was held Dec. 21-22 between the U.S. Navy, Royal Navy, and Japan Maritime Self Defense Force.

Guadalupe, the 14th Henry J. Kaiser-class replenishment oiler, is conducting routine operations, providing logistical support to U.S. Navy and allied forces operating in the U.S. 7th Fleet area of responsibility.



Royal Marine commandos attached to the Duke-class frigate HMS Montrose (F 236) search civilian mariner Chief Mate Eric Naranjo during a visit, board, search and seizure (VBSS) drill aboard the Henry J. Kaiser-class fleet replenishment oiler USNS Guadalupe (T-AO 200). (U.S. Navy photo by Mass Communication Specialist 2nd Class Tristin Barth)

USNS Medgar Evers Deploys to U.S. 6th Fleet

By Bill Mesta, Military Sealift Command Public Affairs

The Military Sealift Command dry cargo ammunition ship USNS Medgar Evers (T-AKE 13) departs Naval Station Norfolk Feb. 25. Medgar Evers is scheduled to complete an overseas deployment in support of U.S. Navy forces operating in the U.S. Sixth Fleet's area of responsibility. (U.S. Navy Photo by Jennifer Hunt)

Military Sealift Command's dry cargo ammunition ship USNS Medgar Evers (T-AKE 13) departed Naval Station Norfolk to begin its scheduled, overseas deployment in support of U.S. Navy U.S. 6th Fleet's area of responsibility, Feb. 25.

USNS Medgar Evers will be providing underway replenishment-at-sea services which will allow U.S. Navy and allied ships to receive supplies without pulling into port, thus allowing the combatant fleet to remain on station for an extended length of time.

"Underway Replenishment at sea, or UNREP, is the transfer of liquid and solid cargo from a combat logistics ship such as USNS Medgar Evers, to a war ship while both ships are underway," said Capt. Andrew Lindey, USNS Medgar Evers' master. "USNS Medgar Evers is a T-AKE or Lewis and Clark class ship. We have additional liquid cargo capacity so the ship really is a one-stop shop for war ships. Medgar Evers provides customer ships with fuel, both diesel and jet, refrigerated cargo, dry stores, passengers, fleet freight and ordnance."

In addition to UNREP services, USNS Medgar Evers will provide logistic support via vertical replenishment at sea which involves using helicopters to transport supplies to ships.

"Medgar Evers is deploying with a U.S. Navy helicopter detachment," according to Lindey. "Helicopter Sea Combat Squadron 22 will embark two H-60 helicopters that will participate in all exercises as well as provide VERTREP capability."

USNS Medgar Evers is deploying with a crew of civil service mariners (CIVMARS), who operated the ship, and U.S. Navy Sailors who will support the helicopter detachment.

"The ship is fully manned with the required personnel to support five station manning," said Lindey. "The crew includes 145 CIVMARs and 36 Sailors who make up the helicopter detachment."

In addition to performing logistical support missions while deployed to the U.S. Sixth Fleet, USNS Medgar Evers is going to support a variety of training exercises including Joint Warrior 2019, Formidable Shield 2019, and Baltic Operations 2019.

Lindey concluded that, "This is shaping up to be a fun deployment with plenty to keep the ship's crew busy."

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.

First Time Go: USARAF moves African Lion 2019 Equipment

By Maj. Jeremy Passut, U.S. Army Africa Public Affairs

A team of U.S. Army Africa logistics personnel facilitated the initial shipment of military equipment via the expeditionary fast transport ship USNS Carson City (T-EPF 7) from Livorno, Italy, to Tangiers, Morocco, for exercise African Lion 2019.

"This type of operation was a first for USARAF," said Chief Warrant Officer 3 Juanita Maximin, a USARAF mobility officer who led the logistics team. "Utilizing the USNS Carson City demonstrated USARAF's ability to self-deploy using a military vessel versus commercial means."

The equipment, transported aboard a Military Sealift Command vessel, afforded USARAF an opportunity to validate its ability to open a joint operations area by conducting port/terminal operations in Tangiers.

"It was an important opportunity for our staff because it was the first time we leveraged the use of a military vessel and operated in a port that has not been previously used by USARAF," said Chief Warrant Officer 2 Herbert Carter, a USARAF marine deck officer. "We were able to see the complexity of it and execute one of USARAF's most important setting the theater tasks."

Maximin explained that transporting the equipment was truly a joint effort. She named the U.S. Air Force, U.S. Navy, Military Sealift Command, and Surface Deployment and Distribution Command personnel as assisting with the movement of equipment that contained life support equipment, fuel and fire vehicles, generators, and simulated munitions.

Under the direction of U.S. Africa Command, one of USARAF's primary roles as an Army service component command is setting the theater for joint or multinational operations during a crisis or emergency, as well as security force assistance and exercise activities. Described as a continuous process, setting the theater entails many aspects ranging from ensuring logistical operations capability to information sharing with partner nations to enable future mission success.

Fundamentally, setting the theater requires good relationships with international partners to keep operations running smoothly. The USARAF team found this with their Moroccan counterparts in Tangiers.

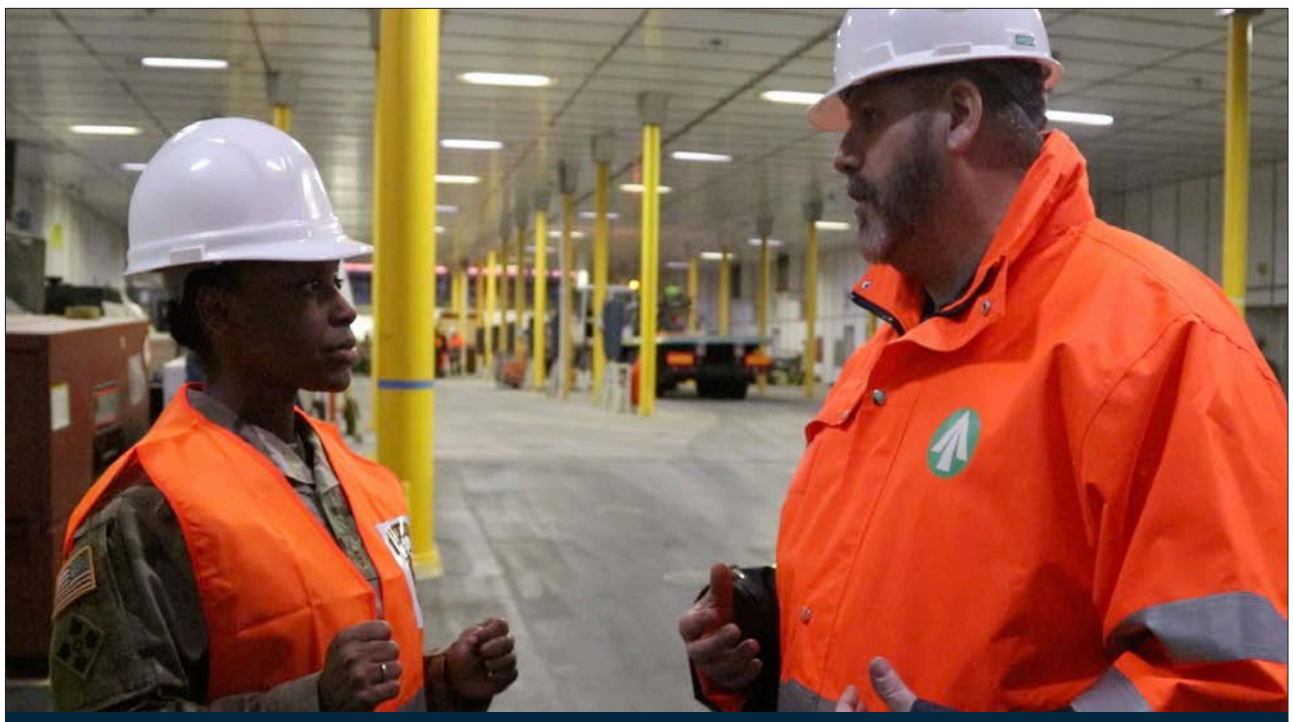
"We could not have asked for better partners with the Moroccan team during port operations," Carter said. "Everything ran incredibly well and according to plan at the Tangiers port."

Ordinarily, Department of Defense port operations fall under the SDDC, however, in this instance, USARAF stepped in on short notice in late January to support. The team quickly put together a logistical plan that included procuring the vessels needed to transport the equipment.

"It was a tremendous opportunity for our team and a first for USARAF," said Col. Jerry Dunbar, the USARAF logistics director. "It's very rare that any organization outside of the SDDC has the opportunity to do this. It gave us an opportunity to support the African Lion Joint Task Force and demonstrate USARAF's support to other services and enterprise partners."

The USARAF team made two separate trips on the sea vessel between Feb. 17 and March 2, stopping each time in Tangiers to conduct port/terminal operations that entailed receiving, staging and coordinating the onward movement of the equipment bound for the exercise.

African Lion 2019 will take place from late March until early April. U.S. Armed Forces, Royal Moroccan Armed Forces and Tunisian Armed Forces, in addition to participants from Canada, Spain and the United Kingdom are scheduled to take part in the exercise. The exercise involves various types of training including a combined joint task force command post exercise linked with aviation and field training exercises, as well as humanitarian civic assistance.



Chief Warrant Officer 3 Juanita Maximin, USARAF mobility officer, and Robert Setaro, 839th Transportation Battalion Italy detachment director, discuss the load plan aboard the USNS Carson City (T-EPF 7), Feb. 26, 2019, in the port of Livorno, Italy. The equipment on board is bound for Morocco in support of African Lion 2019, a joint, multi-national exercise. (U.S. Army photo by Capt. Jonathon Daniell)

MSC Commander Stops at Singapore During Worldwide Visit

By Grady Fontana, Military Sealift Command Far East Public Affairs

The Commander of Military Sealift Command (MSC) visited MSC Far East (MSCFE) at Sembawang Wharves to speak to ashore staff and visiting MSC ships' leadership as part of a worldwide tour, Feb. 8-9.

Rear Adm. Dee L. Mewbourne thanked members of MSCFE for continued demonstration of hard work and ate lunch aboard USNS Fall River (T-EPF 4) with the masters, chief mates and chief engineers from USNS John Ericsson (T-AO 194), USNS Tippecanoe (T-AO 199), USNS Millinocket (T-EPF 3) and USNS Fall River.

During the talks with MSCFE, Mewbourne discussed what's ahead at MSC and emphasized that the mariners and ashore staff are the tie between the strategic importance of the maritime and the new operating environment.

"MSC has always been about maintaining relevance, something that we've always had but we are faced with change that has been happening at an exponential rate," said Mewbourne. "The new operating environment requires us to think differently and adapt swiftly."

"We've been doing that and I feel we're on a great course and speed…we just have to keep the foot on the accelerator."

The admiral then fielded questions from MSCFE staff, which ranged from personnel issues to current initiatives at the headquarters of MSC.

In the galley of USNS Fall River, prior to Mewbourne's visit to the MSCFE office, a mix of leadership from varying visiting ships had the opportunity to meet and eat lunch with the admiral.

According to Civilian Mariner Samuel Battles, chief engineer aboard USNS Tippecanoe (T-AO 199), in his 28 years at MSC he's had countless visits by MSC commanders and he always welcomes the chance to meet with commanders.

"This is a good opportunity for MSC's most senior leader to hear first-hand some of the challenges faced by ships," said Battles, a second-generation Mariner whose father sailed with MSC for 20 years. "He can serve as a direct line to help solve any problem that we face. It's always positive when we get visits from the commander."

Rear Adm. Dee L. Mewbourne, right, Commander of Military Sealift Command, speaks to civilian Mariners Samuel Battles, center, chief engineer aboard USNS Tippecanoe (T-AO 199), and Capt. Steven Perdue, master of the USNS Tippecanoe, during a meeting aboard USNS Fall River (T-EPF 4) at Sembawang Wharves in Singapore, Feb. 8. (Navy photo by Grady T. Fontana)

MSC is headquartered in Norfolk, Virginia, and controls subordinate geographic commands in Italy, Singapore, Bahrain, San Diego, and Norfolk, Virginia.

Mewbourne's worldwide tour includes attendances at a maintenance summit in Guam, a Masters and Chief Mates symposium in California, and visits to other MSC subordinate units in Europe, Asia and the U.S.

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

MSCPAC Commander Awards Annual Commodore's Cup to Headquarters Unit

Sarah Burford, Military Sealift Command Pacific Public Affairs

Capt. Brett Hershman, Commander, Military Sealift Command Pacific (MSCPAC) and Commander Task Force 33, awarded the annual Commodore's Cup to the Military Sealift Command Pacific Headquarters Unit (MSCPAC HQ) during a ceremony in San Diego.

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

Throughout 2018, the 10 officers and nine enlisted personnel assigned to MSCPAC HQ provided a total of 720 total man-days of active duty support for MSCPAC operations, exercises, direct staff support, and additional contributory support. The unit served as CTF 173, the headquarters task force, overseeing all Combat Logistics Force vessels supporting the multi-national Rim of the Pacific 2018 exercise. Working closely with CTF 33 Operations and Logistics Planners, CTF 173 led the planning efforts for all MSCPAC operations, resulting in the safe and successful execution of sea logistics requirements for 101 Underway Replenishment/ Replenishment-at-Sea throughout the month long exercise.

"The successful execution of RIMPAC 2018 was a direct result of meticulous operational planning, continued collaboration and communication with MSCPAC AC and other supporting units (MSC EPUs), and a robust training plan and workup cycle," said Capt. Lloyd Chee, MSCPAC HQ commanding officer during RIMPAC 2018. "MSCPAC HQ personnel are ready, adaptable, and responsive Combat Logistics Force experts and consistently demonstrated both pride and professionalism representing MSCPAC."

MSCPAC Headquarters has been awarded the Commodore's Cup two times since the award's creation.

"I am very privileged to recognize such an outstanding group of citizen Sailors like those who make-up our Headquarters Unit," said Hershman. "These dedicated professionals are an integral part of supporting the MSC mission in the Pacific area of responsibility, and are very deserving of recognition for a job well done."

Members of MSCPAC HQ are currently supporting Operation Pacific Sentry and are preparing for Operation Pacific Blitz later this year.

Capt. Brett Hershman, Commander, Military Sealift Command Pacific (MSCPAC) and Commander Task Force 33, awarded the annual Commodore's Cup to the Military Sealift Command Pacific Headquarters Unit (MSCPAC HQ) during a ceremony at the MSCPAC headquarters in San Diego. (U.S. Navy photo by Sarah Burford)

Military Sealift Command Celebrates Black History Month

By Bill Mesta, Military Sealift Command Public Affairs

Keynote Speaker Synetheia Newby addresses service members and civilian support staff, attached to Military Sealift Command, during the command's special observance held in honor of Black History Month, onboard Naval Station Norfolk, Feb. 20. (U.S. Navy photo by Bill Mesta)

Service members and civilian support staff attached to Military Sealift Command gathered at Vista Point, on board Naval Station Norfolk, for a special observance in honor of Black History Month, Feb. 20.

"Black History Month, also known as National African American History Month, is an annual celebration of achievements by African Americans and a time for recognizing the central role they have played in our history," said Information Systems Technician Second Class Michelle Gonzalez, the Mistress of Ceremony for the special observance. "In 1926, the event was first celebrated during a week in February that encompassed the birthdays of both Abraham Lincoln and Fredrick Douglass."

The keynote speaker for MSC's Black History Month special observance was Synetheia N. Newby, a moderator, motivational speaker, training specialist and workshop facilitator.

Newby's presentation entitled 'Black Migrations' focused on the 'Great Migration' and emphasized the movement of people of African descent to new destinations and subsequently new social realities in the United States.

"The reality is that when we talk about the 'Great Migration,' many recently freed slaves found themselves having to make an (extremely difficult) decision," said Newby. "Do I stay with what I know, or do I venture off into territory that is unknown?"

"What if I get to this place called 'up-north' or 'out-west' and things don't work out?" continued Newby. "But then something inside them said, 'there has got to be a life that is better than where I have been'."

Throughout the 'Great Migration,' more than 6 million African Americans moved away from the South in search of better employment opportunities and living conditions.

"During the time of the 'Great Migration,' which began officially between 1915 and 1970, some chose to remain in the South and become part of the sharecropping system," said Newby. "While others hopped on trains, traveled by stagecoach, went on foot; by whatever means available migrated to this place called 'North' and this place called 'West'."

"Migrations are always a sign of a need for change and transition," continued Newby. "It is a sign that there is a deep desire for more and a willingness to endure or risk life or limb for that change."

During the 'Great Migration' many people found doors opening into areas that had been previously denied to them resulting in an expansion of opportunities in the arts, sports, science, technology and politics.

"Prior to the 'Great Migration' 90 percent of America's largest minority group (African Americans) lived in the 11 Southern states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia," said Newby. "During the 'Great Migration,' African Americans moved North and West to the cities we know today as Chicago, Philadelphia, Cleveland, Detroit and New York."

By 1929, 1.6 million blacks had resettled in metro cities and were working in manufacturing and labor industries that they did not have access to before the 'Great Migration,' according to Newby.

"The 'Great Migration' is a reminder to us that as we reflect on this 400th year of the arrival of Africans to the Virginia coast, at Point Comfort, in Jamestown, that there is great strength and resilience in the story of Blacks in the country," concluded Newby. "It is a reminder of the power to overcome, the strength we find in community, the unshakable capacity to supersede the dogged expectations of others and to build a life and legacy that was only dreamed about by those Africans who found themselves in a land that did not welcome them as human beings."

Navy Returns to Flying Union Jack

From Chief of Naval Operations Public Affairs

The Navy released a NAVADMIN 039/19 directing the display of the Union Jack in lieu of the First Navy Jack aboard Navy ships and craft, Feb 21. U.S. Navy ships and craft will return to flying the Union Jack effective June 4, 2019. The date for reintroduction of the Union Jack commemorates the greatest naval battle in history: The Battle of Midway, which began on June 4, 1942.

"Make no mistake: we have entered a new era of competition. We must recommit to the core attributes that made us successful at Midway: integrity, accountability, initiative, and toughness," said Chief of Naval Operations Adm. John Richardson. "For more than 240 years, the Union Jack, flying proudly from jack-staffs aboard U.S. Navy warships, has symbolized these strengths."

The Union Jack is a flag consisting of 50 white stars, representing each of the 50 states, on a blue background. A version of this Jack first flew in 1777 and was updated as new states joined the Union.

"The Union Jack is deeply connected to our heritage and our rise as a global nation with a global Navy," said Richardson. "The Navy is a symbol that projects American values to the world. Just as the Navy embodies the values and principles that we hold dear, our very appearance in port and at anchor communicates important messages."

The Navy will re-establish the custom in which the commissioned ship in active status having the longest total period in active status, other than USS Constitution, will display the First Navy Jack until decommissioned or transferred to inactive status. As of June 4, 2019, the only warship authorized to fly the First Navy Jack is USS Blue Ridge (LCC 19).

This policy change does not affect the wearing of the First Navy Jack patch as an optional uniform component on TYPE II/III Navy Working Uniforms.

Quartermaster 2nd Class Taylor Miller, from Kent, Ohio, unfurls the Union Jack on the jack staff of the aircraft carrier USS Dwight D. Eisenhower (CVN 69). (U.S. Navy photo by Mass Communication Specialist 3rd Class Kaleb Sarten)

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

Executive Order, Continued from page 2

(iv) Ensure that members of the applicable services who are to be discharged or released from active duty and who request certification or verification of sea service be provided such certification or verification no later than 1 month after discharge or release; and

(v) Ensure the applicable services have developed, or continue to operate, as appropriate, the online resource known as Credentialing Opportunities On-Line to support separating service members seeking information and assistance on merchant mariner credentialing.

(b) The United States Committee on the Marine Transportation System shall pursue innovative ways to support merchant mariner credentialing, including through continuation of the Military to Mariner Initiative as appropriate, and shall provide a yearly status report on its efforts under the provisions of this order to the President through the White House Office of Trade and Manufacturing Policy.

Sec. 4. General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency, or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

DONALD J. TRUMP
THE WHITE HOUSE,
March 4, 2019.

Pacific Partnership 2019 Opens in Marshall Islands

From Pacific Partnership 2019 Public Affairs

Pacific Partnership 2019, the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific, kicked off with an opening ceremony and reception aboard the Military Sealift Command expeditionary fast transport ship USNS Brunswick (T-EPF 6), March 11.

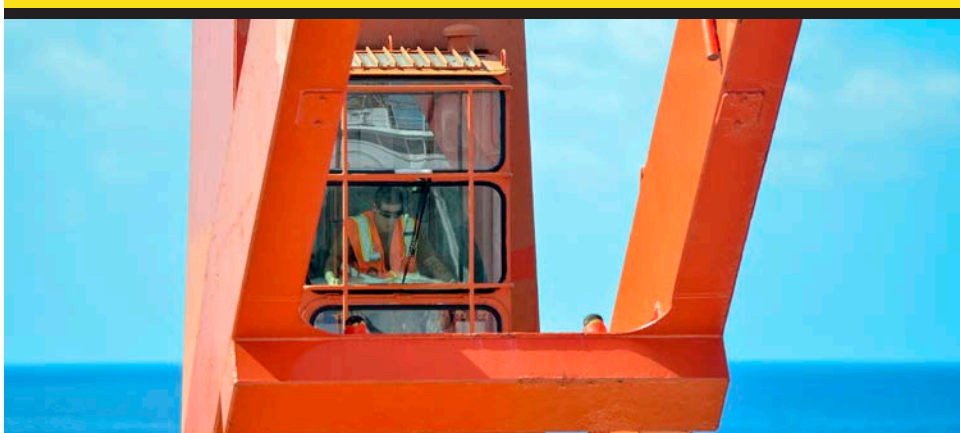
As USNS Brunswick arrived at its first mission port, the Republic of the Marshall Islands, March 10, military personnel from the U.S., Australia, Canada, Japan, Peru and the United Kingdom are scheduled to take part in a variety of projects to include disaster response seminars and training to improve overall disaster preparedness, sports games and band concerts with local schools, installation of rain water catchment and filtration and community-wide health fairs.

"The Marshall Islands affirm our commitment to the U.S., partner nations and members of this mission," said the Kalani Kaneko, Minister of Health and Human Services, at the opening ceremony.

"Pacific Partnership 2019 is an indication of the United States' and other partner countries' firm desire to further strengthen the partnership with the Republic of the Marshall Islands and other countries in the region through the Indo-Pacific strategy," he said.

ANYDAY

SINGAPORE NORFOLK GUAM BAHRAIN ROTA SAN DIEGO HAWAII NAPLES



Gunner's Mate Seaman Victor Almgren, assigned to Navy Cargo Handling Battalion (NCHB) 1, Detachment Guam, operates a crane aboard the Military Sealift Command Air Force container ship MV Captain David I. Lyon (T-AK 5362). (U.S. Navy photo by Mass Communication Specialist 1st Class Billy Ho)

Ensign Marilu Veloria takes the bearing of the Lewis and Clark-class dry cargo ship USNS Richard E. Byrd (T-AKE 4) during a replenishment-at-sea aboard the Whidbey Island-class amphibious dock landing ship USS Fort McHenry (LSD 43). (U.S. Navy photo by Mass Communication Specialist 3rd Class Chris Roys)

WE ARE MSC

Mariner Profile

Lamar Washington
Third Mate, USNS Medgar Evers (T-AKE 13)

"I first started as an SU (Supply Utilities) in 2007, where I did food service and food handling, clean-up around the ship, housekeeping and laundry. Before I started working at MSC, I worked as a marine mechanic at the shipyard in Newport News, Virginia. I was in the supply department for six months before I moved to deck. I was an Ordinary Seaman for about two years before going to school and becoming an Able Bodied Seaman in 2009. I was in that position for four years and in 2014, I went to school at Mid-Atlantic Maritime to become an officer. In 2015, I passed the Second Officer licensing exam."

Next Issue: USNS Cesar Chavez

SEALIFT

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