August 2019 ISSUE

SEALIFT

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

Rear Adm. Michael A. Wettlaufer addresses service members and civilians at Military Sealift Command's Change of Command ceremony aboard the expeditionary fast transport ship USNS Burlington (T-EPF 10), at Joint Base Little Creek-Fort Story, June 28. During the ceremony, Wettlaufer relieved Rear Adm. Dee L. Mewbourne as commander, Military Sealift Command. (U.S. Navy photo by Jennifer Hunt)

Military Sealift Command Holds Change of Command

From Military Sealift Command Public Affairs

Rear Adm. Michael Wettlaufer relieved Rear Adm. Dee Mewbourne as commander, Military Sealift Command, during a change of command ceremony aboard the expeditionary fast transport ship USNS Burlington (T-EPF 10) at Joint Expeditionary Base Little Creek-Fort Story, June 28.

Admiral Christopher W. Grady, commander, U.S. Fleet Forces Command, and Lt. Gen. John J. Broadmeadow, deputy commander, U.S. Transportation Command, were the guest speakers.

Mewbourne, a native of Ormond Beach, Florida, assumed command of MSC, August 25, 2016, overseeing the on-time logistics, strategic sealift and specialized missions that MSC conducts around the world, 24/7, 365 days a year.

During his tenure, Mewbourne, and his staff devoted significant effort in developing and executing a plan to adapt to the changing operational environment and keep MSC ahead of competitors and potential adversaries. He focused on operationalizing MSC to align with changes to fleet and joint warfighting doctrine, and implemented programs and processes to assess the holistic readiness of our ships. Additionally, he identified capability and capacity gaps using wargaming and simulation and based on those results, provided MSC's mariners with realistic, relevant and challenging tactical training.

"At MSC we recognize the imperative to adapt to the exponential changes in the maritime environment and are boldly pursuing actions to gain and sustain competitive advantage and maintain relevance," said Mewbourne.

A graduate of Colorado State University and native of Alexandria, Virginia, Wettlaufer assumed command of MSC following his latest tour of duty as the commander of Carrier Strike Group 3 in Bremerton, Washington.

"I am truly humbled to be here and to join this fantastic team," said Wettlaufer. "Just coming off a dynamic, around the world (U.S. Navy) strike group deployment, my team was a prodigious consumer and demanding customer of logistics systems around the globe. As such, I understand and appreciate the challenges which MSC overcomes every day in order to provide the systems and synchronize global activities needed to deliver, distribute and sustain our warriors forward."

Wettlaufer previously commanded the Dambusters of VFA-195, USS Denver (LPD 9) and USS John C. Stennis (CVN 74).

Wettlaufer's completed sea assignments include multiple deployments to the Mediterranean Sea, Indian Ocean and Arabian Gulf with VA-85 and Carrier Air Wing (CVW) 1 flying the A-6 Intruder from the USS America (CV 66) including Operation Desert Storm. Forward deployed from Japan aboard USS Independence (CV 62) and USS Kitty Hawk (CV 63) as a Dambuster department head and CVW-5 operations officer, he flew the FA-18C and he deployed to the Pacific as executive officer aboard USS John C. Stennis.

Ashore, Wettlaufer was assigned to Attack Squadron (VA) 42, Strike Fighter Squadron (VFA) 106 for qualification training. He was an aircraft carrier scheduler for Commander, 2nd Fleet; served as a project officer, test pilot and landing signals officer with Strike Aircraft Test Directorate at Naval Air Station Patuxent River, Maryland; and was

CHANGE OF COMMAND Continued on page 8

Rear Adm. Dee Mewbourne is 'piped aboard' during Military Sealift Command's Change of Command Ceremony held aboard the expeditionary fast transport ship USNS Burlington (T-EPF 10), June 28. (U.S. Navy photo by Bill Mesta)

IN THIS ISSUE

- USNS Comfort Deploys
- USNS Carson City
- USNS Cherokee Nation
- USNS Amelia Earhart
- Resolute Sun
- CARAT 2019
- USS Mt Whitney
- U.S. Naval War College
- LGBTQ Month
- Pacific Sentry

Hospital Ship USNS Comfort Departs Norfolk for Medical Mission

From Military Sealift Command Public Affairs

U.S. Navy Sailors 'man-the-rails' aboard the U.S. Navy hospital ship USNS Comfort (T-AH 20) as it gets underway from Naval Station Norfolk, June 14. Comfort got underway to begin its deployment to South America in support of the humanitarian and partner-building efforts. (U.S. Navy photo by Bill Mesta)

The U.S. Navy hospital ship USNS Comfort (T-AH 20) left from Naval Station Norfolk, Virginia, June 14, to begin its deployment to South America, Central America and the Caribbean.

During its deployment, Comfort will provide medical assistance in support of regional partners and in response to the regional impacts of the Venezuela political and economic crisis.

"We are embarking on a five-month deployment to the U.S. Southern Command area of operations to embark on a humanitarian assistance mission," said Capt. B.J. Diebold, USNS Comfort's mission commander. "Our mission will consist of multinational personnel from across our partner nations as well as allied personnel, non-governmental organizations and U.S. Navy personnel."

While deployed, Comfort's mission will include stops in Colombia, Costa Rica, Dominican Republic, Ecuador, Grenada, Haiti, Jamaica, Panama, Saint Lucia, and St. Kitts and Nevis.

U.S. military medical personnel aboard the Comfort will work alongside a variety of governmental agencies to provide medical assistance to communities based on needs identified by host-nation health ministries, and to relieve pressure on host nation medical systems in countries hosting Venezuelans who have fled the country's crisis.

"This deployment responds directly to the man-made crisis Maduro's regime has created," said U.S. Navy Adm. Craig Faller, commander of U.S. Southern Command, which will oversee the deployment. "Comfort medical teams will be working alongside host nation medical professionals who are absorbing thousands of Venezuelan migrants and refugees. The Venezuelan people are desperately fleeing their homeland for hope of a better way of life. We are committed to finding ways to support the Venezuelan people and our regional partners who share the goal of seeing a legitimate, democratic government reinstated in Venezuela."

This marks the hospital ship's seventh deployment to the region since 2007, its second deployment to the Western Hemisphere in the last six months, and reflects the United States' enduring promise of friendship, partnership, and solidarity with the people of the Americas. The USNS Comfort operation is part of the Caribbean 2020 Strategy to increase the security, prosperity and well-being of the people of the United States and the Caribbean.

"We are deploying with 197 credentialed medical professionals that are joint forces, that's public health, U.S. Navy, and U.S. Army providers aboard, combined with my full staff of over 800 people," said Capt. Kevin Buckley, commanding officer, USNS Comfort Medical Treatment Facility. "Currently, we also have 13 multinational providers, from Canada, Mexico, Brazil, Australia, Costa Rica, as well as a few more that are coming downrange. There's potentially approximately 100 medical providers coming from the civilian non-government organizations partners as well as other host nations that may being joining us during the mission stops."

Military Sealift Command civil service mariners will oversee the ship's operation and navigation for Comfort's deployment.

As part of the planning for Comfort's mission, the health ministries in each country will determine how patients are seen. The majority of patients will be treated at Comfort's land-based medical sites. Select patients may be chosen for the hospital ship's aboard surgical services. The medical and dental capabilities provided during this deployment will assist communities with a wide range of health services. These services will include basic medical evaluation and treatment, preventive medicine, dental screenings and treatment, optometry screenings, eye-wear distribution, general surgery, ophthalmologic surgery, public health training and additional specialties as needed.

"We expect to help thousands of people while we are on this mission and impact lives," Buckley said. "We will be providing surgeries for patients aboard USNS Comfort. These will be low-risk surgeries with high economic impact. The surgery services we will provide have some of the biggest impact economically and help not only the patients themselves but help their families."

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 humanitarian assistance and disaster relief operations worldwide.

"It is a great honor to have this opportunity and we are really looking forward to this mission, and to continuing building the strength of our partnerships throughout the region," added Diebold.

The Comfort mission demonstrates the U.S. commitment to the Americas and is part of a continuum of support provided by U.S. Southern Command.

USSOUTHCOM-sponsored civic assistance and humanitarian missions happen in close cooperation with partner nations in the region as well as with U.S. inter-agency partners.

Capt. David Murrin (left), USNS Comfort's ship's master, Capt. B. J. Diebold (center), USNS Comfort's mission commander and Capt. Kevin Buckley (right), USNS Comfort's medical treatment facility commanding officer address members of the media during a press conference at Naval Station Norfolk, prior to the hospital ship's deployment to South America and Central America, June 13. (U.S. Navy photo by Shevonne Cleveland)

USNS Carson City Visits Senegal

From U.S. Naval Forces Europe-Africa/U.S. 6th Fleet Public Affairs

USNS Carson City (T-EFP 7), a Military Sealift Command Spearhead-class expeditionary fast transport ship, arrived in Dakar, Senegal, July 6, for the first port visit of its Africa Partnership Station (APS) deployment to the Gulf of Guinea.

"I am happy to be here in here in Dakar, Senegal," said Cmdr. Tyrone Bruce, officer in charge of the military detachment aboard Carson City. "The side-by-side engagements will strengthen the bond between the nations, allowing us to achieve greater progress through partnership."

Task Force 63 deployed Carson City to support patrol boat maintenance and logistics training, visit, board, search and seizure engagements, and community outreach in Senegal, Cote d'Ivoire, Nigeria, and Cabo Verde in order to enhance partner capability and strengthen partner networks.

The port visit marks the U.S. Navy's second deployment to the Gulf of Guinea this year and the first of six scheduled port visits in the region with our African partners.

"I'm really looking forward to seeing how the Senegalese navy operates and any adaptations they make or ways they improvise to get the job done," said Hospitalman Chris Beller, assigned to U.S. Naval Hospital Naples, Italy. "I'm also looking forward to the different training we're providing on at-sea care and maybe learning any medical differences between the doctors and practitioners."

Sailors from the Senegal navy pose for a photograph with the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) during a tour in support of its Africa Partnership Station deployment, July 7. (U.S. Navy photo by Mass Communication Specialist 2nd Class Sara Eshleman)

U.S. Navy Sailors demonstrate treatment for abdominal evisceration with Senegalese military aboard the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) during its Africa Partnership Station deployment, July 8. (U.S. Navy photo by Mass Communication Specialist 2nd Class Sara Eshleman)

U.S. Sailors, Coast Guardsmen and international partners from Spain, Portugal and Italy are embarked and scheduled to work alongside their regional partners in the Gulf of Guinea.

The U.S. Naval Forces Europe band arrived ahead of the crew for some radio shows and, is scheduled to conduct multiple performances for the local community.

"I'm a big history guy and I'm eager to see the culture and how their country has developed since they got their independence," said Beller. "They're only 59 years old and have a heavy Muslim and European influence."

During the visit, the crew and embarked military personnel of Carson City are scheduled to hold a reception for distinguished visitors and local leaders aboard the ship.

"It's my first mission," said Beller. "I'm excited to be on it."

APS is U.S. Naval Forces Africa's flagship maritime security cooperation program focusing on maritime safety and security through increased maritime awareness, response capabilities, and infrastructure. It consists of the various exercises and operations conducted by U.S., European, and African partners and allies throughout the U.S. Africa Command area of operations.

SECNAV Names Newest Towing Salvage and Rescue Ship Cherokee Nation

From Secretary of the Navy Public Affairs

Secretary of the Navy Richard V. Spencer has announced the newest Towing, Salvage, and Rescue ship will be named Cherokee Nation in honor of the service and contributions the Cherokee people have made to the Navy and Marine Corps team.

"It is my privilege to announce that the many Cherokee Nation citizens who've served throughout the years will be remembered with the highest honor a Secretary of the Navy can bestow, the naming of a ship," said Spencer. "The future USNS Cherokee Nation will expand our capabilities and form a critical backbone for the strength and readiness of our entire fleet."

This is the fifth U.S. ship to be named in honor of the Cherokee people.

"The Cherokee Nation is extremely honored that the U.S. Navy is recognizing our tribal nation and the generations of Cherokee men and women who have bravely, and humbly sacrificed for our freedom today," Cherokee Nation Principal Chief Bill John Baker said. "Our Cherokee people have contributed in every major battle and war ever fought in this country, and continue to serve in the Armed Forces in some of the highest rates per ethnicity. Cherokees are a strong, resilient people and we are privileged to have a U.S. ship at sea that reflects both our country and tribe's history and values."

Gulf Island Shipyards was awarded a $64.8 million contract option 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 U.S. Military Sealift Command. The future USNS Cherokee Nation is the second ship in the new class of Towing, Salvage and Rescue Ships and will be designated T-ATS 7.

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

USNS Amelia Earhart Donates Essential Supplies, Builds Friendship in Subic Bay

By Grady Fontana, Military Sealift Command Far East

Members of Military Sealift Command's dry cargo ship USNS Amelia Earhart (T-AKE 6) and Military Sealift Command Far East visited three locations in Olongapo City, Philippines, to participate in community outreach events during a routine port visit at Subic Bay Metropolitan Authority (SBMA), June 14.

The team visited the Subic Bay Children's Home, Social Development Center, and the Foundation for Differently-Abled Persons to deliver donations from the crew of Amelia Earhart that included clothes, snacks, school supplies and more than 660 pounds of rice.

"It's encouraging to see the immediate reward and positive impact from the dedication and contributions of Amelia Earhart's crew," said Navy Lt. Eric R. Bryan, chaplain, MSC Far East. "It's special when a partnership addresses and supports one another's needs. Moments like these strengthen the relationship we have with the people here in Olongapo and the region."

According to civilian mariner Robert Misenas, meeting with the local population is an important way to bridge cultures and participate in the community.

"This is my first time at the Subic Bay Children's Home, but the ship has sent crew members here before," said Misenas, a boatswain mate with Amelia Earhart and 21-year MSC veteran. "Usually when the ship arrives here, we try and do something in the community, if time allows. This time we were able to take donations of clothes, snacks, and school supplies, as well as purchase rice with donations from the crew."

The Subic Bay Children's Home presented Misenas and civilian mariner Mohammad Motombo attached to Amelia Earhart, a certificate of appreciation in recognition of the donations.

Children from Subic Bay Children's Home in Olongapo, Philippines, welcome visiting members from dry cargo ship USNS Amelia Earhart (T-AKE 6), during a community outreach event, June 14. (U.S. Navy photo by Grady T. Fontana/Released)

Additionally, the MSC members interacted with staff and children, while Bryan provided some musical entertainment for the kids by playing the guitar and singing songs.

"These community relations events allow us to slow down, even for just a day, to engage in a true, life-changing moment," said Bryan. "We walk into a room full of strangers only to leave with new friends and memories that motivate us to continue finding ways to support when we can in the future. I love how these events are merely the beginning of a great friendship and partnership for the years to come."

Exercise Resolute Sun: U.S. Soldiers, Sailors, and Marines Combine Training to Improve Readiness in Amphibious Operations

By Lance Cpl. Scott Jenkins, 2nd Marine Logistics Group

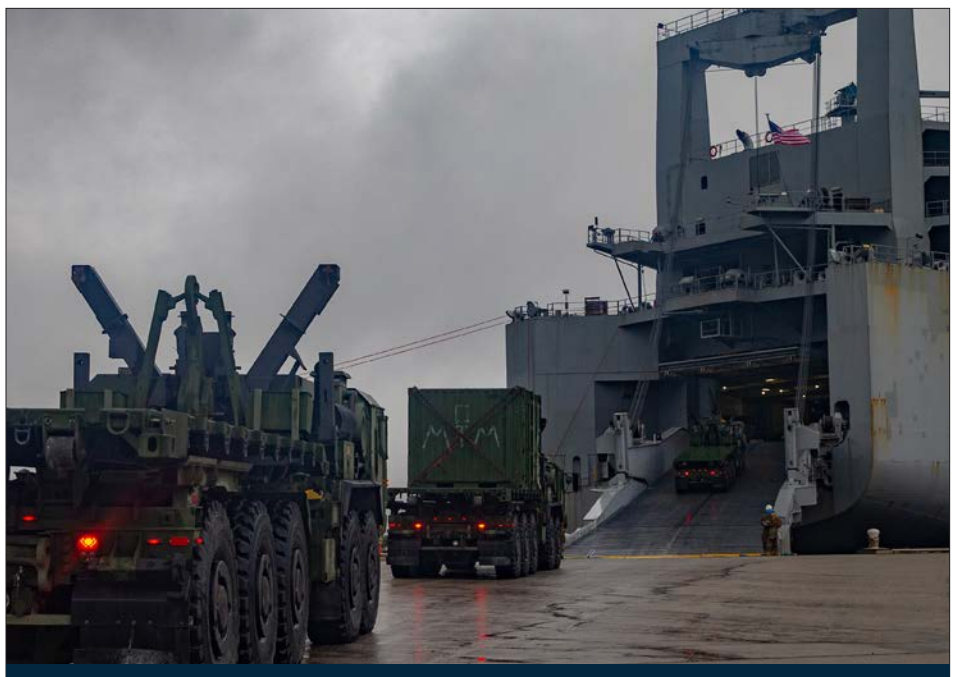
U.S. Marines with 2nd Transportation Support Battalion, Combat Logistics Regiment 2, 2nd Marine Logistics participated in exercise Resolute Sun, June 11-19.

The exercise allowed Marines to increase combat operational readiness in amphibious and prepositioning operations while conducting joint training with the U.S. Army and U.S. Navy during a joint logistics over-the-shore (JLOTS) scenario.

The senerio provides operational movement capabilities in places where access to and from an area is not accessible. It is meant to strengthen interoperability between service branches so they can quickly build an improvised port and get equipment to and from wherever it is needed.

The Marines started the exercise on Marine Corps Base Camp Lejeune, North Carolina, and convoyed down to Joint Base Charleston, South Carolina, more than 250 miles away.

"We don't get an opportunity to conduct long-range convoys like that all the time; it takes a lot of discipline to accomplish something of this scale," said 1st Sgt. Brent Sheets, company first sergeant of Alpha Company, 2nd TSB. "The Marines got to see that there is more behind their job then the routine mission they do every day in garrison."



U.S. Marine Corps logistics vehicles system replacement from 2nd Transportation Support Battalion, Combat Logistics Regiment 2, 2nd Marine Logistics Group, load onto the USNS Watkins (T-AKR 315) during an onload port operation as part of exercise Resolute Sun at Joint Base Charleston, South Carolina, June 12. (U.S. Marine Corps photo by Lance Cpl. Scott Jenkins)

Once they reached Joint Base Charleston, the Marines embarked 38 vehicles onto the USNS Watkins (T-AKR-315).

The USNS Watkins is one of Military Sealift Command's 19 Large, Medium-Speed Roll-on/Roll-off Ships. The ship is used for prepositioning of ground vehicles and is designed to carry vehicles which are driven on and off the ship.

After the ship was embarked with all cargo, it set sail for Fort Story, Virginia. There the equipment was offloaded utilizing a trident pier built by the U.S. Army's 331st Transportation Company, 11th Transportation Battalion, 7th Transportation Regiment. Simultaneously, Amphibious Construction Battalion 2, Naval Beach Group 2 conducted a beach landing utilizing the improved navy lighterage system.

"We've worked smoothly with the Marines during this exercise. They are our main counterparts," said Construction Mechanic First Class Mark Paystrup, with Beach Master Unit 2, Battalion Cargo Group 10. "Because we work with them often, we are familiar with each other's roles. What is more of an adjustment, is working with the Army. It is always good to practice that interoperability between the services."

The Navy-Marine Corps team works together all over the world, regularly conducting beach landing operations together. The Army only has a few ship-to-shore assets, and Sailors and Marines make sure to capitalize on training with soldiers to improve functionality between them.

"What we are doing today is exactly how we're going to fight when we need too," said Lt. Col. Jonathan Baker, the commanding officer of 2nd TSB. "We'll never go to war alone. We'll go as a coalition. It's important to understand how to do this jointly."

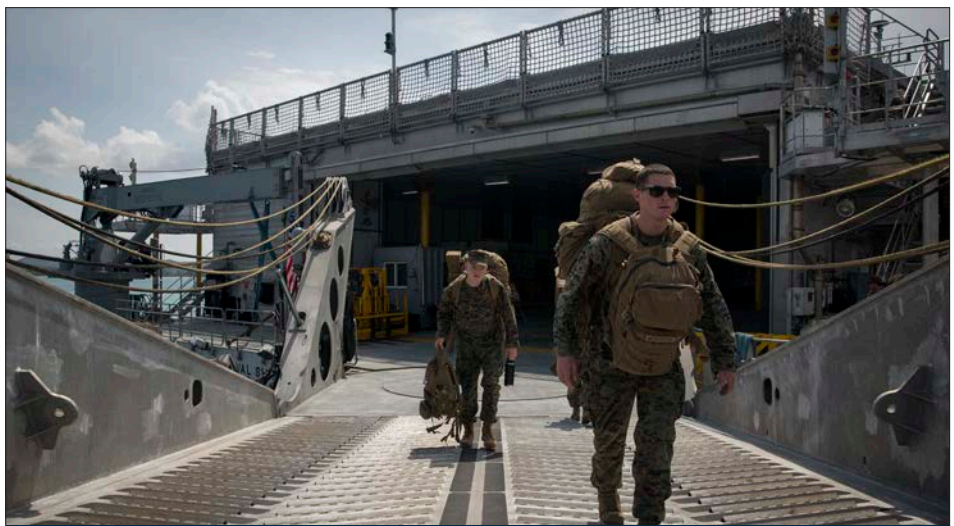
Another benefit to the joint training environment is the ability to stay fiscally responsible while conducting such a large exercise. Working together with the Army and Navy, the price can be spread out amongst the branches, with each unit only being held responsible for paying for the gear and supplies they need.

"Doing a joint training exercise such as this one, allows for all branches to get connected and get the same amount of training," said Baker. "This is training that they have to do, so if we can get connected to that, it provides us with cost-saving opportunity and unique training situations that we would normally get through warfare."

All 38 vehicles from 2nd TSB were offloaded and redeployed via convoy 220 miles back to Marine Corps Base Camp Lejeune within two days of the USNS Watkins arriving in Virginia.

CARAT 2019: Building Security Through Maritime Domain Awareness

From CTF 73/DESRON 7 Public Affairs



U.S. Marines with the Ground Combat Element, Marine Rotational Force – Darwin disembark the USNS Millinocket (T-EPF 3) during Cooperation Afloat Readiness and Training (CARAT) at Chuk Samet Port, Thailand, May 27. (U.S. Marine Corps photo by Lance Cpl. Kaleb Martin)

The U.S. and Royal Thai Navy (RTN) conducted a series of training events focused on maritime domain awareness (MDA), culminating with scenarios conducted by ships and aircraft in the Gulf of Thailand during this year's Cooperation Afloat Readiness and Training (CARAT) Thailand.

The training included knowledge exchanges focused on techniques and tools used in sharing information against maritime threats, as well as legal discussions and tabletop exercises, to prepare for the hands-on portion of the exercise.

According to Lt. David Copeland, MDA expert for Destroyer Squadron 7, improved awareness of the maritime domain continues to be a key objective in the U.S.-Thai security alliance, as both navies continue to work together in combating maritime threats, including illegal fishing, human trafficking, weapons smuggling, terrorism, piracy and environmental threats.

"No country alone can ensure maritime security," said Copeland. "It requires coordinated efforts by all regional partner nations and agencies to actively share information in a transparent and timely manner so we can conduct combined maritime security operations, ensuring safe and secure seas for all."

"The Royal Thai Navy recognizes the importance of MDA," said Capt. Yuthanavi Mungthanya, Royal Thai Navy MDA lead for the exercise. "This topic will be very worthwhile for both navies. We will be able to discuss and share about MDA in an open environment."

Prior to the start of the sea phase, the U.S. Navy and Royal Thai Navy held a series of MDA exchanges focused on basic analytical skills and utilizing information sharing tools to track vessels of interest (VOI). As part of the seminar, U.S. Navy Judge Advocate General and RTN legal officers discussed the legal authorities in conducting visit, board, search, and seizure (VBSS) of these vessels.

The MDA analysts conducted a two-day tabletop exercise, further honing their skills by tracking simulated VOIs that would play into the at-sea scenario.

During the at-sea phase, the U.S. Navy and RTN established a combined information sharing watch floor at the RTN Frigate Squadron Two Headquarters. From there, U.S. and RTN Sailors analyzed AIS (Automatic Identification System) data and other sources of information to aid in visual confirmation of the location of the suspected vessel of interest. In this case, the scenario was a weapons and drug smuggling ship-to-ship transfer at sea, with the VOI being role-played by the Military Sealift Command expeditionary fast transport USNS Millinocket (T-EPF 3).

The information sharing watch floor passed the VOI's position to surface assets, which tracked the vessel at sea, culminating in a combined VBSS of the VOI from the guided missile cruiser USS Antietam (CG 54) and the RTN Naresuan-class frigate HTMS Naresuan (FFG 421). Members of the U.S. Coast Guard were already embarked aboard Millinocket, acting as safety observers and role-playing as illicit weapons smugglers and drug traffickers. Following the boarding, boarding teams quickly relayed the information to the information sharing watch floor.

In addition to radio communication, all participants used the Combined Enterprise Regional Information Exchange System (CENTRIXS), a network that enables partner navies to securely share information both at sea and ashore using chat rooms, email and Voice over Internet Protocol.

CENTRIXS capabilities were coupled with SeaVision, a web-based visualization tool that provides AIS data, coastal radars and overhead satellite imagery to help analysts track vessel movements. These tools allowed Sailors from both navies to collaborate side by side in developing a common operating picture of the maritime environment.

The Department of Defense Maritime Security Initiative (MSI) has developed domain awareness and information sharing interoperability.

Since 2016, MSI has provided training, advice, equipment, communications systems, a common regional maritime picture and other MDA enhancement capabilities to several nations in the Indo-Pacific, including Thailand.

"The tools are there for us to effectively practice maritime domain awareness collaboratively with SeaVision's AIS capabilities and the common operating picture provided by CENTRIXS," said Copeland. "It is up to each of us to work together and utilize all the information-sharing means at our disposal to counter illicit activities at sea."

This year's 25th anniversary of CARAT builds upon 65 years of military partnership in naval exercises between the U.S. and Thailand.

"With key at-sea serials focused on information sharing and MDA, CARAT is a venue that allows us to mature relationships and engagement across a broad spectrum of naval warfighting operations," said Capt. Matt Jerbi, commodore of Destroyer Squadron 7. "There is no other maritime exercise that brings together such a dynamic cadre of naval professionals and platforms. CARAT fosters friendships because we have many exercise veterans among us – Sailors from both navies who have already built strong friendships together through these many engagements and past CARAT exercises."

Participating assets for CARAT Thailand 2019 included staff from Commander, Task Force 73 and Commander, Destroyer Squadron 7, USS Patriot (MCM 7), USS Pioneer (MCM 9), USNS Salvor (T-ARS 52), USS Antietam (CG 54), USNS Millinocket (T-EPF 3), Marine Rotational Force-Darwin Task Force, U.S. Navy 7th Fleet Band, Explosive Ordnance Disposal Mobile Unit 5, Naval Environmental Preventive Medicine Unit 6, Mobile Diving and Salvage Unit 1, Patrol Squadron-8. Royal Thai Navy participation included various staffs and ships including HTMS Naresuan (FFG 421), HTMS Taksin (FFG 422), HTMS Bhumibol Adulyadej (FFG 471), HTMS Rattanakosin (FS 441), HTMS Angthong (LPD 791), HTMS Lat Ya (MHS 633) and HTMS Mattapon (LCU 784).

CARAT, the U.S. Navy's oldest and longest continually running regional exercise in South and Southeast Asia; strengthens partnerships between regional navies and enhances maritime security cooperation throughout the Indo-Pacific. The Royal Thai Navy has been a part of the annual CARAT series since the exercise began in 1995.

U.S. Navy Diver 2nd Class Stephen Collister, assigned to Mobile Diving and Salvage Unit (MDSU) 1, prepares for a dive with the Royal Thai Navy while aboard the Military Sealift Command Safeguard-class salvage ship USNS Salvor (T-ARS 52) during Cooperation Afloat Readiness and Training (CARAT) Thailand 2019. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Mortensen)

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

U.S. Naval War College; an Opportunity of a Lifetime

By Bill Mesta, Military Sealift Command Public Affairs

Every year Military Sealift Command selects and sponsors one senior civil service mariner to attend the U.S. Naval War College for a year as a full-time student.

On June 14, a ten-year MSC chief engineer, Brian Griffin, graduated from the War College with a master's degree.

"The war college offers a senior-level course and intermediate-level course, both of which grant master's degrees upon successful completion," said Griffin. "I just completed the senior level course with GS-15 and O-5/6 level students. Students are mostly military and come from all branches of the armed forces, but there are also civilian students from a number of government departments as well as a senior naval officer, from approximately 50 countries around the world."

The U.S. Naval War College is a professional, graduate-level educational and research institution, which prepares leaders for the challenges of operational and strategic level leadership during their careers as decision makers and problem solvers. Students earn Joint Professional Military Education credit and a master's degree in National Security and Strategic Studies.

"The Naval War College, founded in 1884, provides a master's program on national security and strategy," according to Griffin. "While the war college was founded to keep alive the warfighting skill of naval officers even in peacetime, it has grown to examine all levels of national power in peace and war."

The Naval War College is on the water at Naval Station Newport in Rhode Island.

All students take a core course in each of the three semesters that make up the academic year.

"The core subjects revolve around joint military operations, national security decision making, and strategy and policy," said Griffin. "Students also take one elective per semester from a broad field of interesting subjects."

"My electives were in cybersecurity, military deception, and ballistic missile defense," he added. "Students also take part in a leadership and ethics course and have access to voluntary lectures by visiting guests on a range of topics throughout the year."

The opportunity to attend the Naval War College was beneficial for Griffin's professional and personal aspirations.

"I always wanted to earn my master's degree, which can be challenging with the civil service mariner lifestyle," according to Griffin. "My wife had just become pregnant with our first child and we knew that a year in Newport would afford us the chance to spend the critical pregnancy months together as well as the first formative months in our new child's life. We were blessed that I was selected and it worked out. My daughter was born on a school day in the fall and wore a Naval War College 'onesie'."

Griffin believes the Naval War College curriculum is directly relevant to current global events.

"Military Sealift Command ships operate around the world with partner nations, joint military services, and traverse conflict-prone waters," said Griffin. "The officers leading these ships and their crews must develop strong leadership, independent thinking, a strategic outlook, and critical analysis skills. All these traits and more, are the focus of the Naval War College.

Civil service mariner Brian Griffin poses for a photo with his wife, Kate Griffin, and daughter, Anna Griffin, at the U.S. Naval War College. (Courtesy photo)

The master's program also helps develop leaders for future senior positions within the government, and the lessons learned are valuable in the MSC headquarters," he added. These jobs ashore may be a future occupation for today's masters and chief engineers who get to attend the war college."

Griffin added that his time at the Naval War College provided him with practical skills that he will be able to take back to the fleet.

"The war college has sharpened my writing, expanded my understanding of current events, and shaped my critical thinking," he said. "The program demands a high level of performance that fosters our individual professionalism and provides tools for facing the complex challenges of the 21st century."

Civil service mariners interested in attending the Naval War College should consult their chain of command.

"I was aware of the school for years but didn't learn about the opportunity to have MSC sponsor my attendance until a fellow mariner, who is also a friend, attended and explained the MSC connection," said Griffin. "In 2018 I responded to an email sent out to the fleet soliciting applications to attend the Naval War College, which required writing two short essays and providing college transcripts. A couple months later I was informed of my selection, which was a huge honor."

Now that Griffin has graduated from the Naval War College, he plans to return to MSC's fleet as a Chief Engineer where he hopes to sail for many more years.

"The Naval War College is a demanding institution and the classes have led to more late nights and challenging thinking than most of my years at sea," concluded Griffin "That said, it is important to take a shorty study break and enjoy the time with one's family. Newport is a great town. It is full of history, family fun, outdoor activities, beautiful views, and more. It's a great school in a great location."

Lincoln Supply Department Performs During Replenishments-at-Sea

By Mass Communication Specialist 3rd Class Catie Coyle, Abraham Lincoln Carrier Strike Group Public Affairs

The supply department works hard during a replenishments-at-sea (RAS) to keep the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) mission-ready while underway for extended periods of time.

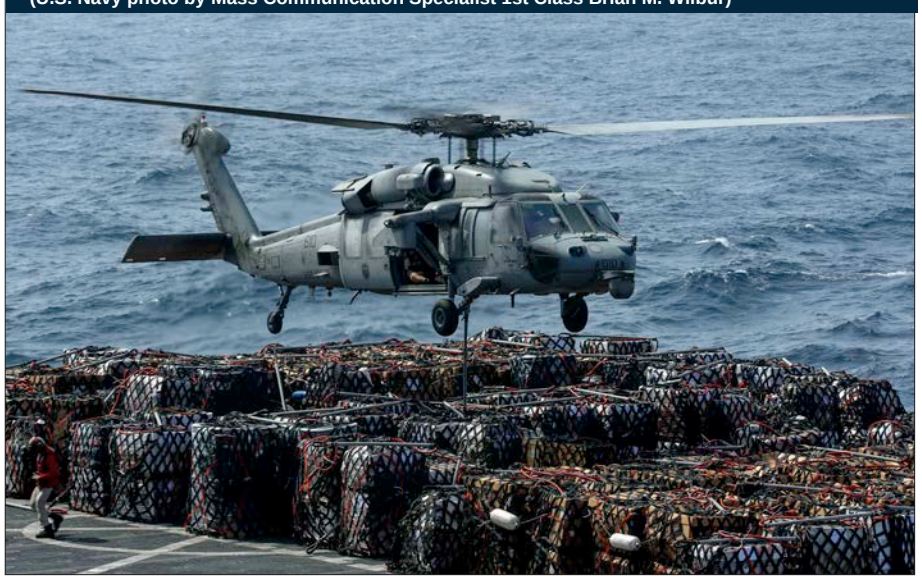
A RAS is comprised of a vertical replenishment (VERTREP), a connected replenishment (CONREP) or both. During a VERTREP, food, parts and supplies are loaded onto Lincoln from supply ships via MH-60S helicopters from the "Nightdippers" of Helicopter Sea Combat Squadron (HSC) 5. During a CONREP, lines are hooked up from the supply ships to Lincoln so fuel and supplies can be transferred between the ships via a pulley system.

Planning for a RAS begins up to two weeks in advance for the supply department. Each supply division first has to collect and submit their orders. This gives the naval supply ships, who report to Combat Logistics Fleet, the opportunity to acquire the supplies from different Navy-approved vendors.

Then, a week in advance, communication about executing the day of the

Lincoln Continued on page 8

An MH-60S Sea Hawk helicopter from the Nightdippers of Helicopter Sea Combat Squadron (HSC) 5 transports cargo from the dry cargo and ammunition ship USNS Alan Shepard (T-AKE 3) to the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) during a vertical replenishment-at-sea. (U.S. Navy photo by Mass Communication Specialist 1st Class Brian M. Wilbur)



Military Sealift Command Celebrates LGBTQ Month

By Bill Mesta, Military Sealift Command Public Affairs

Service members and civilian teammates attached to Military Sealift Command gathered at Vista Point on Naval Station Norfolk to celebrate Lesbian, Gay, Bisexual, Transgender and Questioning Month, also known as Pride Month, June 18.

During LGBTQ month, we celebrate our nation's rich diversity and renew our enduring commitment to equality for all members of the Department of Defense.

"June was selected as Pride Month to commemorate the events of that month in 1969 in New York known as the Stonewall Riots. An event that lasted three days," said Information Systems Technician Second Class Michelle Gonzalez, the mistress of ceremonies for the special observance. "Patrons and supporters of the Stonewall Inn, of Greenwich neighborhood of New York, resisted police harassment of the LGBTQ community."

"The Stonewall Riots have been recognized as a catalyst for the LGBTQ liberation movement in the United States, added Gonzalez."

The keynote speaker for the celebration was Sgt. Craig Lovelace, the Norfolk Police Department's LGBTQ Community liaison. The LGBTQ Community liaison focuses on the public safety needs of gay, lesbian, bisexual, trans-gender, and questioning communities as well as their allied partners.

"I am very honored to be here today but it has not been an easy journey," said Lovelace. "When I was in my late teens I had a really hard time dealing with my sexual orientation and even contemplated suicide as many of our youth do today."

Lovelace was married to his lifelong partner, and Norfolk Police Department lieutenant, in October 2014. Both Lovelace and his husband have been openly gay members of the department for over 20 years.

"Throughout history, LGBTQ Soldiers, Sailors, Airmen, Marines and Coastguardsmen have served and fought for our nation," concluded Gonzalez. "We continue to take great pride in all that these men and women contribute to the Department of Defense and our mission. Their hard work, courage and sacrifices make them respected members of our diverse DoD community."

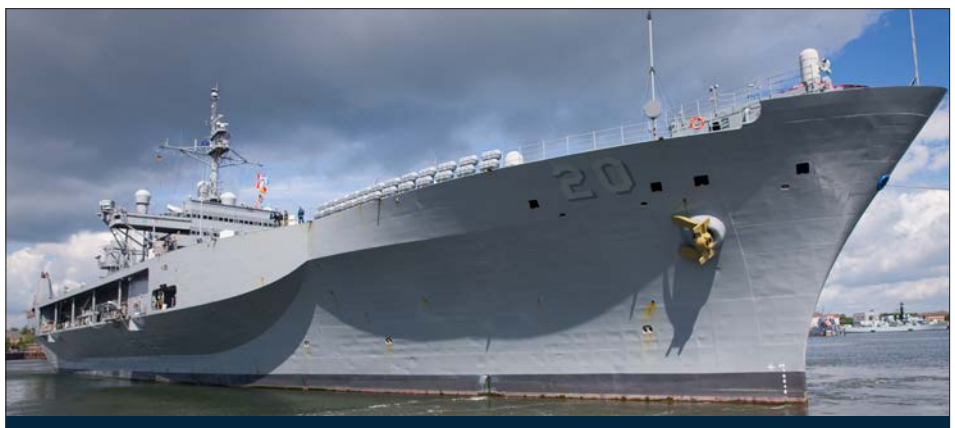
Sgt. Craig Lovelace of the Norfolk Police Department addresses service members and civilian teammates at Military Sealift Command special observance held to celebrate LGBTQ Month. (U.S. Navy photo by Bill Mesta)

U.S. 2nd Fleet Staff Embarks USS Mount Whitney for BALTOPS 2019

By Petty Officer 2nd Class Scott Barnes, USS Mount Whitney (LCC 20)

Staff members attached to U.S. 2nd Fleet embarked aboard U.S. 6th Fleet command and control ship USS Mount Whitney (LCC 20), June 6.

U.S. 2nd Fleet, commanded by Vice Adm. Andrew Lewis, joined the Mount Whitney to lead Exercise Baltic Operations (BALTOPS), marking the first time the Fleet will operate in the European theater.



The Blue Ridge-class amphibious command ship, USS Mount Whitney (LCC 20) departs Naval Base Kiel-Tirpitzhafen, Germany to begin exercise Baltic Operations (BALTOPS) 2019, June 9,. (U.S. Marine Corps photo by Cpl. Abrey Liggins)

"This is a reunion 15 years in the making," said Capt. Cassidy Norman, Mount Whitney's commanding officer. "Much of the 48 years of Mount Whitney's commissioned service has spent as the flagship for U.S. 2nd Fleet. We couldn't be more excited about embarking Vice Admiral Lewis and his staff to execute BALTOPS 2019 from aboard the Mount Whitney."

BALTOPS is an annual joint, multinational maritime-focused exercise scheduled for June 9-21, 2019 with 18 countries represented and over 8,000 participants. It is designed to strengthen partner relationships, enhance flexibility and interoperability, and demonstrate resolve among allied and partner-forces in defending the Baltic Sea region.

The exercise involved maritime, ground, and air forces to strengthen combined response capabilities necessary to ensure regional stability.

"I was honored to be hosted aboard the USS Mount Whitney for the execution of BALTOPS 2019," Lewis said. "This exercise is our collective opportunity to promote peace and security through cooperation, collaboration, interoperability, and an unambiguous display of strength in the Baltic region, and the Mount Whitney's capabilities make her the perfect platform from which to command the exercise."

MSCPAC Reservists Complete Pacific Sentry Exercise

By Sarah Burford, Military Sealift Command Pacific

Navy Reservists from the Military Sealift Command Pacific Headquarters Unit have completed the recent Pacific Sentry 19-3 exercise in San Diego.

Eleven members of the unit participated in two weeks of simulated, contingency scenarios during the 'Table Top' exercise. The exercise focused on a simulated war scenario, with MSC coordinating combat logistics services to Navy forces.

According to Capt. Nikki Phelps, the commanding officer of MSCPAC HQ Navy reserve unit, exercises like this provide an ideal training environment for members of the unit to learn, ask questions and interact with civilian team members within MSC who they would work with in a real operation.

"We ran a real-world scenario during this exercise, which gives our Sailors the opportunity to learn and grow, and how to support a real world scenario," explained Phelps. "We have a lot of Sailors (in the unit) who are new to MSC, so this exercise gave them the opportunity to see what it's like to be in an operation support position with MSC and Commander Third Fleet."

For Hospital Corpsman Chief Petty Officer, Mario Diaz, one of the unit's newest members, the experience of participating in the Pacific Sentry exercise was an indoctrination into the mission and working structure of MSC.

"Coming here and picking up things quickly and working and supporting each other really gives a sense of supporting a mission in the future," he said. "It really gave me the chance to see and understand the big MSC mission and how we would support the fleet in a combat scenario. If we were to ever get activated, we will be comfortable and ready to support a mission."

Following completion of the exercise, Capt. Gabe Varela, Military Sealift Command Pacific's commanding officer, took a few moments to publically recognize the MSCPAC HQ Unit's hard work and dedication to the team.

"It's been great to have you all here, participating in this exercise. Your commitment and dedication to your roles as Navy Reservists and your participation in this exercise allowed the MSCPAC operations team to focus on their mission of daily support to the Navy."

Pacific Sentry 19-3 is one exercise in a series of training exercise that focus on joint training integration among U.S. forces. It was designed to exercise U.S. Pacific Command headquarters staff and command components in a real world, operational level of war scenario.

CHANGE OF COMMAND, Continued from page 1

on a Royal Navy Exchange tour in the United Kingdom as an Empire Test Pilots' School fixed wing tutor and experimental test pilot. He was selected as a Chief of Naval Operations Strategic Studies Group associate fellow (SSG XXI) and served in the Office of the Secretary of Defense as an analyst for the deputy assistant secretary of defense for European and NATO Policy.

Following the change of command ceremony, Mewbourne will serve as the Deputy Commander, U.S. Transportation Command, responsible for conducting globally integrated mobility operations, leading the broader Joint Deployment and Distribution Enterprise, and providing enabling capabilities in order to project and sustain the Joint Force in support of national objectives.

Members of the the U.S. Fleet Forces Band perfom aboard USNS Burlington (T-EPF 10) during Military Sealift Command's change of command ceremony, June 28 (U.S. Navy photo by Bill Mesta)

Lincoln from page 6

RAS begins. Supply department informs the naval supply ships, and the government-employed civilian contractors working aboard, about the materials Lincoln plans to offload, plans to onload and the order in which Lincoln wants to receive the incoming materials.

"When you have good planning, you're ready for things like missing a RAS," said Logistics Specialist Master Chief La Dala. "Most of the supplies we receive during a RAS are sustainment fulfillments, things that we use on a daily basis. Through the RAS we get the parts we need to refill our storerooms to the levels that we need."

To date, Lincoln has completed 11 RAS events since the start of deployment. Typically, Supply Sailors man up their stations about an hour prior to pulling alongside the naval supply ship. Conveyor belts have to be safety checked, working parties organized and plans approved for storage locations of all incoming supplies.

"People don't realize the work we put in to do a RAS," said Logistics Specialist 1st Class Dorian Walker, a member of Supply department. "We're up early, but we still have to operate as a department servicing the whole ship while we're out there doing the RAS."

A large portion of the materials received during a RAS is food stores. It is mandated by TYCOM that there be enough food aboard Lincoln to feed the crew for at least 45 days, which adds up quickly.

"We have to feed 5,000 people," said Culinary Specialist 1st Class Antonio Granderson, a member of Supply Department. "The amount of food I take on is a lot, but we have to sustain for a long period of time. Every pallet I get is something everyone is going to eat."

ANYDAY

SINGAPORE NORFOLK GUAM BAHRAIN ROTA SAN DIEGO HAWAII NAPLES

The amphibious dock landing ship USS Ashland (LSD 48) conducts a replenishment-at-sea with the amphibious transport dock ship USS Green Bay (LPD 20) and fleet the replenishment oiler USNS Rappahannock (T-AO 204). (U.S. Navy photo by Mass Communication Specialist 2nd Class Markus Castaneda)

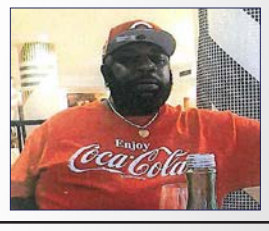
The Henry J. Kaiser-class USNS Guadalupe (T-AO 200) transfers fuel to the amphibious assault ship USS Boxer (LHD 4) during a replenishment-at-sea. (U.S. Marine Corps photo by Lance Cpl. Dalton S. Swanbeck)

Fallen MSC Teammates

The Lord is my Pilot;
I shall not drift.
He leadeth me across the dark waters
and steereth me in the deep channels.
He keepeth my Log
and guideth me by the star of holiness
for His Name's sake.
Yea, though I sail amid
the thunders and tempests of life,
I shall dread no danger,
For Thou art with me;
Thy love and Thy care, they shelter me.
Thou preparest a harbor before me
in the homeland of eternity;
Thou anointest the waves with oil,
and my ship rideth calmly,
Surely sunlight and starlight
shall favor me all the days of my voyaging,
and I will rest in the port of my Lord forever.

Captain J. Rogers
Source: The Mast, September 1948

Martin C. Anthony
Bosun
MSC Service:
2015 - 2019



Cordrey J. Gross
3rd Assistant Engineer
MSC Service:
2009 - 2019

Michael A. Magee
Able Bodied Seaman
MSC Service:
2006 - 2019

Next Issue: USNS Carson City

SEALIFT

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:

Editor, Sealift, Military Sealift Command
471 East C Street
Norfolk, VA 23511-2419
Commercial: 757-443-2890
DSN: 646-2890
EMAIL: lewis.w.mesta@navy.mil

Commander.....Rear Adm. Mike Wettlaufer, USN
Director, Public Affairs.....Tom Van Leunen
Deputy Director, Public Affairs.....Jillian Morris
Editor..... Bill Mesta, Norfolk, VA
Visual Information.....Brian Suriani, Norfolk, VA
Visual Information.....Jennifer Hunt, Norfolk, VA
Writer.....David Griesmer, Norfolk, VA
Writer..... Wayne Perry, Norfolk, VA
Writer..... Shevonne Cleveland, Norfolk, VA
Writer.....Cathryn Lindsay, Norfolk, VA
Writer..... LaShawn Sykes, Norfolk, VA
Writer..... Grady Fontana, Singapore
Writer.....Sarah Burford, San Diego, CA
Writer.....Matthew Montgomery, Naples, Italy

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.