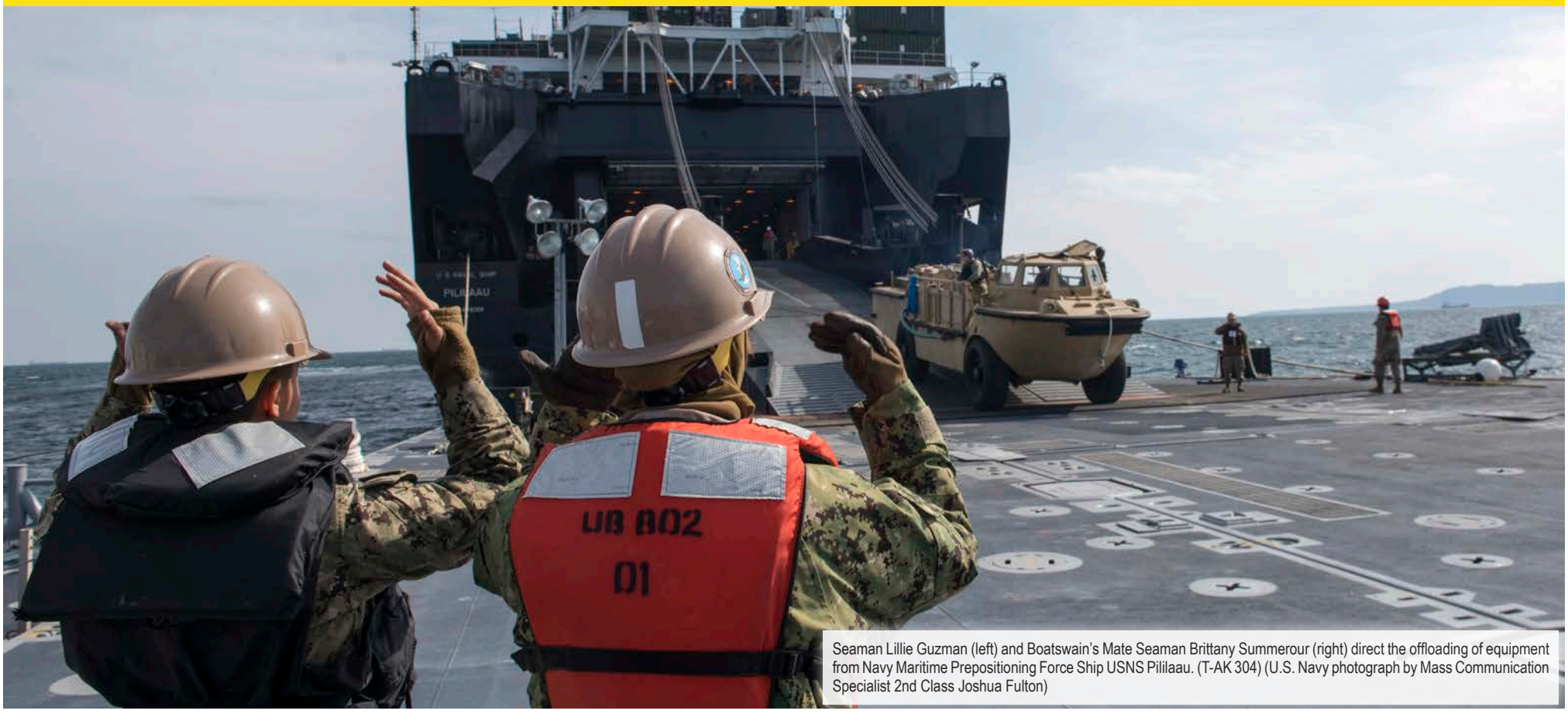
SEALIFT

MSC

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

JUNE 2017 ISSUE



Seaman Lillie Guzman (left) and Boatswain's Mate Seaman Brittany Summerour (right) direct the offloading of equipment from Navy Maritime Prepositioning Force Ship USNS Pililaau. (T-AK 304) (U.S. Navy photograph by Mass Communication Specialist 2nd Class Joshua Fulton)

IMPROVED NAVY LIGHTERAGE SYSTEM ENABLES DYNAMIC LOGISTICAL SUPPORT

By Mass Communication Specialist 2nd Class Joshua Fulton

Navy Maritime Prepositioning Force ships USNS Pililaau (T-AK 304) and USNS 2nd Lt. John P. Bobo (T-AK 3008) successfully utilized the Improved Navy Lighterage System (INLS) to discharge equipment and cargo in support of Combined Joint Logistics Over The Shore (CJLOTS) 2017, April 8-12.

The INLS is a sea state three (SS3) capable causeway system that resembles a floating pier comprised of interchangeable modules and is used to transfer cargo from Military Sealift Command (MSC) ships to shore areas where conventional port facilities are unavailable or inadequate.

The successful deployment of the INLS for CJLOTS 2017 demonstrates the U.S. and Republic of Korea's (ROK) ability to transfer cargo from ships anchored at sea to the shore, improving logistics interoperability, communication and cooperation between the U.S. and the ROK.

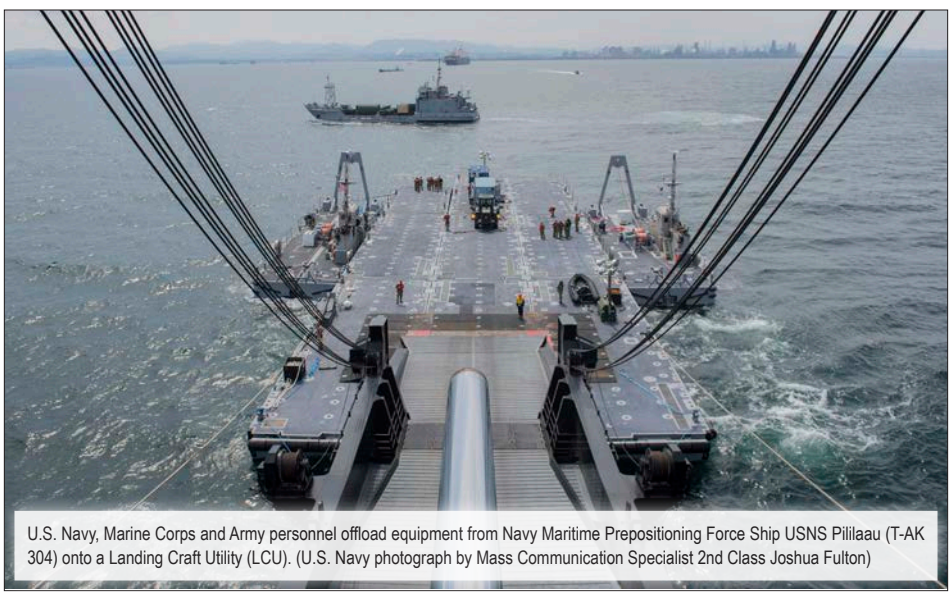
"Training with our allied partners using this system is of the utmost importance," said Chief Warrant Officer 2 Jokim Davis, Combat Logistics Regiment 35. "By doctrine, we can offload without coming into view of the beach, so we can be over the horizon, 12 to 30 miles out, and discharge equipment outside of view. It improves our response time, as now we don't have to look for a pier that can support the ramp and the equipment to be offloaded."

Sailors from Navy Cargo Handling Battalion One position a power module to receive an intermediate module unloaded from Navy Maritime Prepositioning Force Ship USNS Pililaau (T-AK 304) using the Improved Navy Lighterage System. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Joshua Fulton)

The INLS is comprised of various pontoon sections that can be assembled in a variety of ways to create a Roll-on/Roll-off Discharge Facility (RRDF). MSC prepositioning ships discharge equipment onto the RRDF, then onto lighterage, such as barge ferries or landing craft utilities, for transportation to the shore.

"The RRDF enables us to do ship to shore movement in any situation," said Boatswain's Mate 2nd Class Kasey Murchison, Amphibious Construction Battalion One. "This capability provides us the ability to respond more quickly as we can have the RRDF offloaded from the MSC ship and assembled within 36 hours."

Utilizing the Instream Discharge and Lighterage Operations, U.S. Navy, Marine Corps and Army exercise participants offloaded approximately 620 pieces of rolling stock and containers while ROK forces offloaded approximately 1,600 tons of rolling stock and materials.



U.S. Navy, Marine Corps and Army personnel offload equipment from Navy Maritime Prepositioning Force Ship USNS Pililaau (T-AK 304) onto a Landing Craft Utility (LCU). (U.S. Navy photograph by Mass Communication Specialist 2nd Class Joshua Fulton)

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CNO VISIT, SEXUAL ASSAULT PREVENTION, INNOVATION

Recently we hosted the Chief of Naval Operations, Adm. John Richardson, at our headquarters. MSC was selected as one of four major stops during his short trip to Norfolk.

During the visit, we provided CNO an update on our current operations around the world and discussed the many initiatives underway to ensure our relevancy in the future against the backdrop of a complex and rapidly changing operational environment.

As CNO challenged us in the "Design for Maintaining Maritime Superiority," I used your ongoing efforts to illustrate that our team is rapidly improving our operational capabilities.

The CNO acknowledged that our ability to operate in a contested environment is critical to the success of our forward deployed naval forces and our ability to provide sealift during a conflict.

We must be advocates for assured maritime logistics, strident in telling the truth to stakeholders about our capabilities and needs. We must not "check fire," but instead "fire for effect," ensuring our Navy leadership understands the risks that exist in our supply chain.

We are bending the operational capability curve exponentially to stay ahead of any future adversary. In an exponential race, it is winner take all! In other words, the sense of urgency to quickly develop innovative solutions and rapidly bring them to the Fleet has never been more pressing. Our people, working together in a collaborative, team-based environment, will lead this race.

Thank you to the staff who facilitated our visit with CNO. Please share my thanks with your teams and let them know CNO understands the importance of our mission and appreciates your hard work, dedication, and focus.

Sexual Assault Prevention

April marked Sexual Assault Awareness and Prevention Month (SAAPM), a recognition period observed in both military and civilian communities in the United States. The goal of SAAPM is to raise awareness about sexual violence and to provide education and information on how to prevent it. This month provides us an opportunity to learn and educate ourselves about the issue of sexual assault, and then take action by encouraging behaviors that foster a climate of dignity and respect. Learning and implementing prevention practices can help to reduce the incidence of sexual assault.

In our Navy and here at MSC we are focusing on creating the necessary culture to eliminate sexual assault and requiring a personal commitment from all service members and civilians at every level.

We recently brought on board Ms. Tina Carter, the Sexual Assault Prevention and Response (SAPR) Program Manager for MSC. She will be leading our SAPR program, focusing on crisis intervention, comprehensive training, command-wide education, and support to victims and their families. Most importantly, the intervention portion of the program is designed to support victims and their families as they deal with the many issues following sexual assault trauma.

Thank you to those who have participated, or will be participating, in SAAPM events during the month, either on base or in your local communities. Here at the headquarters this week, we observed SAAPM with a "Walk a Lap for a Survivor" event where we participated in a tribute walk honoring a sexual assault survivor. Those working at other locations should look for opportunities to participate in any SAAPM activities taking place near you.

Innovation

Recently we kicked off our newly-established Innovation Program. The purpose of the program is to solicit good ideas that might make MSC a better organization, and then act on the best of those ideas. Any aspect of the command is fair game: from quality of life and personnel processes to the more effective operation of our ships at sea. What's an innovation or process that you know will improve how we operate or elevate morale?

The first round of the Innovation Program will include shore-side personnel at the command headquarters. After we execute the program here and make sure it runs smoothly, we'll roll out the program to the afloat staff and forward stations. The goal is to host an Innovation Program in which every member of the command can participate.

Studies have shown that organizations improve processes, personnel satisfaction and increase creativity within the workplace through internal innovations. Organizations that include ideas from personnel who work inside the organization and are aware of daily operations have proven to be successful in increasing efficiency and retention of quality personnel because of its inclusive approach.

Here's how our program will operate. Go to the MSC portal, click on the Innovation Program icon, and submit your idea. The program is now active and we are accepting your ideas.

There's no need to gain approval through anyone. This is your idea, solution or new process, just share it!

After the submission phase ends on May 26, the ideas will be collected and given a legal review. Then, the innovative solutions will be broadcast to members of the command for crowdsourcing where you will have the opportunity to vote on which ones move forward.

After crowdsourcing is complete, and ideas are chosen, the top choices will be compiled and sent to the Innovation Committee for approval and selection. This committee is comprised of senior members of the command who will consider entries from the aspiring innovators and select the innovations to proceed forward for execution. The committee will assign a champion to help advocate and oversee implementation of the innovative idea. We'll move out and execute on these ideas in a 90-day time-frame. I'll report out the results to you at our next All-Hands call.

Yes, award money is set aside for the program. Selectees who have ideas chosen and implemented may be eligible for cash awards. If you have any questions about the program or how to submit an idea, send an email to our innovation team at: msc_innovations.fct@navy.mil.

I firmly believe that every member of MSC has the potential to contribute ideas and solutions to problems. The good ideas can come from any employee in any department. This program gives you a voice. Share your innovative solutions.

United We Sail,

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

Chief of Naval Operations Adm. John Richardson is greeted by Commander, Military Sealift Command Rear Adm. Dee Mewbourne at the MSC Headquarters, April 23. (U.S. Navy photograph by Bill Mesta)

SPEARHEAD CREW RECOGNIZED BY COAST GUARD

Military Sealift Command civil service mariners, assigned to the submarine tender USS Frank Cable (AS 40), work together during a fueling at sea with the fleet replenishment oiler USNS Guadalupe (T-AO 200), March 21. (U.S. Navy photograph by Mass Communication Specialist 3rd Class Alana Langdon)

By Bill Mesta, Military Sealift Command Public Affairs

Civil service mariners attached to Military Sealift Command's expeditionary fast transport USNS Spearhead were recognized by the United States Coast Guard during an awards ceremony held aboard the ship, April 7.

Rear Adm. Dee Mewbourne, commander Military Sealift Command presented eight CIVMARS with USCG Meritorious Team Commendation ribbons for their efforts during Spearhead's 2015 deployment in support of Operation Junction Rain, a United States led combined theater operation held with African partner nations; Cabo Verde, Senegal and Ghana.

"This award represents one of the many recent accomplishments by the Spearhead crew," said Capt. Douglas McGoff, commander, Military Sealift Command Atlantic. "Spearhead is a very busy ship and this recognition is reflective of the crew's hard work and dedication."

According to the award citation, the combined efforts of the Spearhead team were successful in countering illicit maritime activity and included boarding of 10 unlawful fishing vessels and three voyage terminations. The three voyage terminations represented the first time Ghana's naval forces have participated in this type of operation.

"Spearhead is a ship which keeps its mariners wanting to come back and we appreciate those who continue to serve on this ship," said Capt. Douglas Casavant, Spearhead's master during Operation Junction Rain. "To the entire crew of Spearhead, you are the ones who make missions like this one successful."

Spearhead also responded to a distress call from a French-flagged sailing vessel in Carbo Verde thus eliminating the need to launch a full-scale search and rescue mission.

WARNING SIGNS; STEPPING IN FOR THOSE AT RISK

By Shevonne Cleveland, Military Sealift Command Public Affairs

Each day 20 Veterans commit suicide. According to a report released in 2016 by the Department of Veterans Affairs, Veterans accounted for 18% percent of all deaths from suicide among U.S. adults in 2014. These alarming rates have prompted commands to become more proactive with their approach in dealing with suicide prevention. As such, this is a significant priority for our MSC Commander, Rear Adm. Dee Mewbourne, and the global reach of his command.

I sat down for an in-depth interview with MSC Command Chaplain, LT Vito Crecca, to discuss the command's first suicide intervention training.

SC: What is ASIST?

Applied Suicide Intervention Skills Training (ASIST) is a global program that the DOD has embraced for over 30 years. MSC held its first ever training at (JEB) Little Creek in February. We had 14 participants complete the two-day training and are now better equipped with the necessary skills to intervene for a person at risk. During the training participants go through serious role plays to get them comfortable with moving beyond awareness to actually having a conversation.

SC: How can we prevent suicide?

Crecca: That's kind of a loaded question because I'm not sure that you can prevent suicide, but what we can do, is have someone in place to help get people out of this river of despair that often leads to suicide.

SC: So, can ASIST be compared to CPR?

Crecca: Yes! That is the exact analogy we use in training. This is a first aid responder for a person at risk for suicide. It goes much deeper than just being aware of warning signs.

Sonar Technician (Surface) 2nd Class Joseph Herrera leaves a message remembering a loved one lost to suicide at a Suicide Awareness event sponsored by the Applied Suicide Intervention Skills Training (ASIST) team aboard the aircraft carrier USS Theodore Roosevelt (CVN 71). (U.S. Navy photograph by Mass Communication Specialist 2nd Class Chris Liaghat)

SC: What is the "safe for now" theory?

Crecca: The whole idea behind ASIST is not that individuals considering suicide would live a perfect life. The idea is that you become "safe for now." A person considering suicide thinks there's only two options, commit to life, or kill themselves; they think in those two absolutes. What ASIST does is give them that third choice, "safe for now." What do you do when someone is displaying suicidal behaviors? Do you just hope they get through it or do you have someone there that's trained to be able to get them to a place where they're safe in that moment? We want you to be "safe for now" with the hope that "safe for now" turns into another "safe for now" and perpetually you become safe as you begin to embrace better coping skills.

SC: What are some of the signs to look for in a person at risk?

Crecca: Be on the lookout for these signs: Someone going through severe discouragement, a divorce or broken relationships, financial problems. Maybe someone who is normally quite reserved has emotional change and becomes a little more upbeat or vice versa. Maybe people who tend to talk a lot are suddenly not speaking much. Look for these types of behaviors.

SC: What is the difference between suicide awareness training and ASIST?

Crecca: Suicide awareness is an annual requirement through the DOD to let you know the signs you need to be made aware of for a person at risk. What we have learned is even though people may pick up on something they're observing that's different in an individual, they may not engage because they're worried that what they're picking up is wrong. Humanly, sometimes we don't want to take the risk of being wrong. The other avenue is they almost don't want to be right. If I see something off, and I engage, that means now I'm investing in someone, and some people may not be sure what to do at that point. Awareness training says to check on them. ASIST goes beyond that check point. Certified ASIST personnel are fully equipped and trained to continue the conversation.

SC: How is participant reception?

Crecca: The participants who graduate from the class are emotionally charged because they've been handed a mantle of great responsibility. They enjoy that feeling. They enjoy knowing they are equipped to act appropriately with a person at risk for suicide.

SC: How are certified ASIST personnel identified?

Crecca: ASIST certified personnel will have a green sticker displayed in their work space.

SC: What is the ultimate goal of the program here at MSC?

Crecca: A prominent takeaway is the goal that every MSC asset has at least one ASIST trained personnel on hand to intervene for a person at risk. That means every building, every ship, and every site has someone that is ready and willing to help when needed. We can't force anyone to attend…we want people to want to be that responder. It's also not

ASIST continued on pg. 8

U.S. Navy Lt. David Kelts, mission supply officer, Pacific Partnership 2017, explains the benefit of having an aluminum hull ship aboard expeditionary fast transport USNS Fall River (T-EPF 4) at Penang Port here to cadets from University of Malaysia Sarawak, April 15. (U.S. Navy photograph by Grady T. Fontana)

MALAYSIAN CADETS TOUR USNS FALL RIVER

By Grady Fontana, Military Sealift Command Far East

About 40 cadets from the University of Malaysia (UniMas) Sarawak here toured the expeditionary fast transport USNS Fall River (T-EPF 4) during Pacific Partnership 2017, at Pending Port here April 15.

"This is the first time I have brought cadets to see a USNS ship," said Malaysian Army Maj. Razali Abdul Manan, chief instructor, Reserve Officer Training, UniMas Sarawak. "This is a good opportunity for the cadets to see the difference between the combatant ships in the U.S. Navy and the utility ships, such as the Fall River. They can see that this ship is very capable and versatile."

A cadet from University of Malaysia Sarawak examines the aluminum hull of expeditionary fast transport USNS Fall River (T-EPF 4) at Penang Port here during a tour as part of Pacific Partnership 2017 (U.S. Navy photograph by Grady T. Fontana)

The Fall River is in Malaysia supporting PP17, an annual multilateral humanitarian aid and disaster response preparedness mission that has scheduled stops in Sri Lanka, Malaysia and Vietnam.

Malaysia is the second mission stop for the Fall River, which recently arrived from Sri Lanka, and will be conducting humanitarian aid and disaster response preparedness exercises, medical exchanges, civil engineering projects and community engagement events throughout Sarawak, Malaysia.

The group of 40 cadets was divided in two groups and were given a tour of the mission bay, flight deck, the briefing room and various other aspects of the ship.

"It was a great opportunity to meet the cadets," said U.S. Navy Lt. David Kelts, mission supply officer, Pacific Partnership 2017, and tour guide. "They're very young and energetic—it was a great opportunity to interact with them. They asked some really great questions."

The Fall River is a 338-foot-long aluminum catamarans designed for rapid inter-theater troop transport and sea basing. The ship can transport about 600 tons of military troops, supplies and equipment for 1,200 nautical miles at an average speed of 35 knots on jet propulsion. The first group of cadets showed a great interest in the benefit of the aluminum hull and what capabilities the Fall River brings to the Navy.

"I thought this was iron, but it's actually made of aluminum," said Cadet Nurul Fatihaha Shamimi Suharizan, from Pahang, Malaysia. "I'm impressed with it. I'm impressed by how fast this ship can travel because the aluminum makes it so much lighter."

Suharizan volunteered to attend the tour despite ongoing midterm exams at UniMas.

"We never get an opportunity to visit this kind of ship," said Suharizan. "I've been here for three years and this is the first time I've had the opportunity to visit a ship. So, I didn't want to miss it."

Another aspect of the ship that generated a lot of interest with the cadets was the adaptive force package, which allows the ship's mission bay to be outfitted with different types of suites that are self-contained in customized shipping containers fastened to the deck.

"The adaptive force package allows us to utilize the mission bay in ways not originally designed for: adding berthing modules; office and computer workspaces, additional laundry facilities, reefers for food storage and gym equipment," said Kelts. "The AFP demonstrates flexibility of this platform."

Suharizan agreed that the Fall River was very functional and took a lot of notice to the added AFP gymnasium and the briefing room. "The facilities are quite good. It looks so comfortable," she said.

Following Malaysia, the Fall River will travel to Vietnam for the next mission stop.

In addition to Sri Lanka, Malaysia and Vietnam, the U.S. is partnering with service members from Japan, South Korea, Australia and United Kingdom.

A group of cadets from University of Malaysia Sarawak walk the ramp of expeditionary fast transport USNS Fall River (T-EPF 4) at Penang Port during a tour as part of Pacific Partnership 2017. (U.S. Navy photograph by Grady T. Fontana)

SILVER ARROW: KEEPING SBX-1 SUPPLIED AND MANNED

Military Sealift Command Public Affairs

The Motor Vessel Silver Arrow provided resupply and crew relief support for Military Sealift Command's Sea-Based X-Band Radar (SBX-1) while the ship was forward deployed, March 6.

SBX-1 is a unique national security asset whose design is based on an offshore platform, thus making the ability to perform at sea re-supply and personnel movements challenging.

"Silver Arrow traveled several thousand miles, replacing crew-members and much needed provisions for the SBX-1 crew," according to Webster Balding, a Marine Transportation Specialist with MSC's Special Missions Support Office. "The ship and crew encountered the heavy seas of the Pacific Northwest, as well as inclement weather. While traveling to rendezvous with SBX-1, Silver Arrow was subject to 30-foot seas and 30-45-knot winds. This required the Silver Arrow's captain to modify the ship's course and speed, as the crew's safety was the first priority."

The Motor Vessel Silver Arrow departs Honolulu, Hawaii to conduct a re-supply, re-manning operation with the Sea Based X-Band Radar (SBX-1). (U.S. Navy courtesy photograph)

To accomplish the re-supply, short notice modifications were made to the Silver Arrow.

"MSC, through the contract operator, Tote Services, identified the offshore supply vessel, Silver Arrow, as being capable of providing the necessary support for SBX-1," according to Balding. The Silver Arrow, which is owned and operated by Hornbeck Offshore Services, was operating on a Foss Maritime Company charter in the Pacific Northwest and was available to take on the SBX-1 resupply mission."

"Silver Arrow traveled to a shipyard in Seattle, Washington, for temporary modifications and provisioning which included installing an accommodation unit to house additional passengers, a water-maker, a marine sanitation device and additional life-saving equipment," said Balding. "Tote Services coordinated the shipyard modifications as well as the logistics of loading replacement crew-members, contractors and provisions which will allow SBX-1 to remain on station and continue its mission."

Modifications to Silver Arrow for the SBX-1 resupply required almost one week in the shipyard.

"Tote Services coordinated the procurement and delivery of all stores, repair parts and equipment, and storage containers," said Balding. "MSC coordinated the review and approval of the engineering modifications with the U.S. Coast Guard Marine Safety Center as well as the National Defense Waiver at U.S. Coast Guard Headquarters."

The mission to re-supply SBX-1 required a U.S. Coast Guard waiver for Silver Arrow certifying the ship as an Offshore Supply Vessel (OSV).

The waiver excluded the portion of the OSV definition which is limited to only those vessels that support exploration, exploitation or production of offshore mineral or energy resources," said Balding. "Silver Arrow is designed to operate as an OSV for a mobile offshore drilling unit. Even though the SBX-1 is not engaged in exploration, exploitation or production of oil, its design qualified Silver Arrow to be certified for this mission."

"The SBX-1 was successfully re-supplied and re-manned and remains on station in support of ballistic missile defense of the United States," concluded Balding.

An aerial view of Military Sealift Command's expeditionary fast transport USNS Yuma (T-EPF 8). (Courtesy Photograph)

NAVY ACCEPTS DELIVERY OF USNS YUMA

From Team Ships Public Affairs

The Navy accepted delivery of its eighth Expeditionary Fast Transport (EPF) vessel, USNS Yuma (T-EPF 8), April 21.

EPFs are shallow draft, all aluminum, commercial-based catamarans capable of intra-theater personnel and cargo transport that provide combatant commanders high-speed sealift mobility. EPFs enable rapid projection and agile maneuver and transport of personnel, equipment and supplies over operational distances and offer access to harsh and degraded offload points.

"EPFs have performed exceptionally in the fleet, and we continue to deliver highly capable ships that can successfully meet a wide range of missions," said Capt. Henry Stevens, Strategic and Theater Sealift program manager, Program Executive Office (PEO) Ships. "The delivery of Yuma will provide continued war-fighting capabilities to our fleet as these ships continue to conduct operations around the globe."

As versatile, non-combatant vessels, EPFs provide increased operational flexibility for a wide range of activities including maneuver and sustainment, relief operations, and flexible logistics support. These vessels can interface with roll-on/roll-off discharge facilities and are capable of on/off-loading a combat-loaded Abrams Main Battle Tank. The EPFs include a flight deck to support day and night aircraft launch and recovery operations and airline-style seating for 312 embarked forces with fixed berthing for 104. USNS Yuma will be owned and operated by the Military Sealift Command.

USNS Yuma was constructed by Austal USA which is currently under contract for the construction of four additional EPFs. A christening ceremony is scheduled for City of Bismarck (T-EPF 9) next month with a keel laying ceremony planned for Burlington (T-EPF 10) early this summer. EPFs 11 and 12 were awarded in September 2016 and are currently in the early stages of production.

CTF 63 CHANGES COMMAND

From U.S. 6th Fleet Public Affairs

Commander, Task Force (CTF) 63 welcomed a new commodore during a change of command ceremony at Naval Support Activity Naples, Italy, April 13.

Capt. Heidi Agle was relieved by Capt. Eric Conzen, while Commander, U.S. 6th Fleet, Vice Adm. Christopher Grady, presided over the ceremony.

"Logistics is the key enabler," said Vice Adm. Christopher Grady, Commander, U.S. 6th Fleet. "Delivering sea control and power projection hinges upon having the right logistics in place. Heidi has excelled at this mission in Europe and Africa since she took command in August 2015."

"From [Conzen's] past experiences in Italy and recent time in U.S. 5th Fleet, you fully understand the vital mission of Task Force 63 and the Military Sea Lift Command," said Grady. "I am confident that you, and the strong, diverse team you lead, will continue to deliver sea control and power projection in the sixth fleet area of operations."

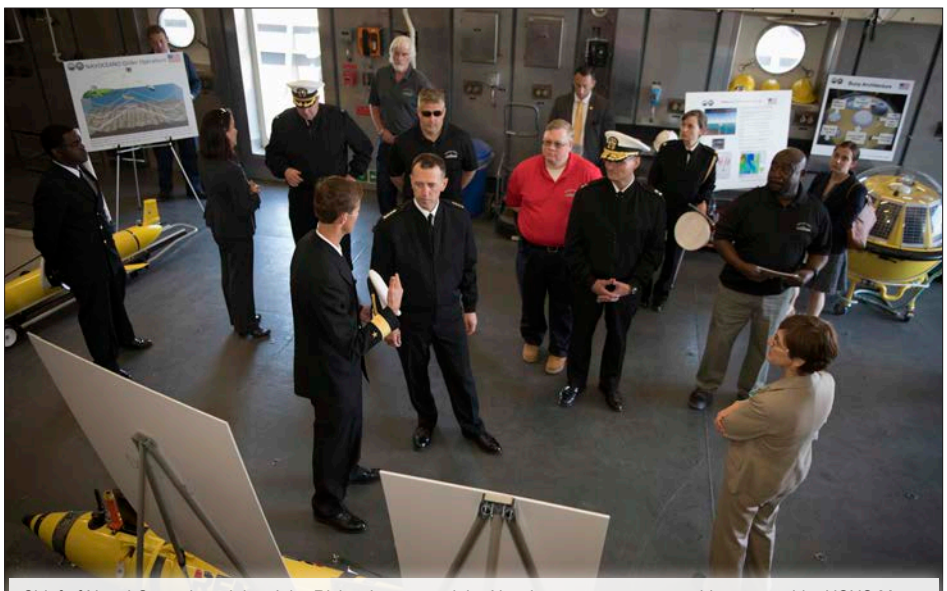
CTF 63 is headquartered in Naples, Italy, and is composed of oilers, provision ships, and repair ships. Its mission is the delivery of supplies at sea, and effecting repairs to other ships and equipment of the Fleet.

"The men and women of the CTF 63/MSC team have truly amazed me over the month I have observed operations in preparation to take Command. From running an exercise in Cote D'Ivoire to replenishing ships flung all across the hemisphere... the experts in the office at the back of the ground floor keep the parts moving and the fuel flowing. Everywhere I go, people tell me what a great job they do," said Conzen. "Following Captain Agle is a daunting prospect but I will endeavor to continue providing the sound leadership to keep our ship on an even keel."

CTF 63 and Military Sealift Command's Sealift Logistics Command are two separately named formations that actually operate as a unified one with one staff. CTF 63 is the operational commander of all the U.S. 6th Fleet air and sea logistics.

Capt. Heidi Agle, commander, Task Force 63, prepares to be relieved by Capt. Eric Conzen during a change of command ceremony at Naval Support Activity Naples, April 13, 2017. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Jonathan Nelson)

CHIEF OF NAVAL OPERATIONS TOURS NEWEST OCEANOGRAPHIC SURVEY SHIP



Chief of Naval Operations Adm. John Richardson toured the Navy's newest oceanographic survey ship, USNS Maury (T-AGS 66). (U.S. Navy photograph by Mass Communication Specialist 2nd Class Jonathan Nelson)

By Jenni T. Ervin, Naval Meteorology and Oceanography Command Public Affairs

Chief of Naval Operations (CNO) Adm. John Richardson toured the Navy's newest oceanographic survey ship, USNS Maury (T-AGS 66), April 8 to gain a better understanding of the oceanographic information the ship provides to the Department of Defense.

The CNO is the senior military officer of the Department of the Navy and is responsible for the command, utilization of resources and operating efficiency of the Navy.

"Naval forces require information about the physical environment to operate safely and effectively," said Rear Adm. Tim Gallaudet, oceanographer of the Navy and commander of the Naval Meteorology and Oceanography Command. "Our oceanographic survey ships are key contributors of this information that ensures the U.S. Navy maintains advantage against our competitors."

The importance of the information about the ocean environment collected by oceanographic survey ships like USNS Maury was recognized by Richardson last month when he established Task Force Ocean. Gallaudet and Chief of Naval Research, Rear Adm. David Hahn co-chair an executive steering committee for Task Force Ocean comprised of senior leadership representatives from U.S. Fleet Forces, U.S. Pacific Fleet, the U.S. Naval Academy and Naval Postgraduate School. The task force will develop a five-year road-map designed to accelerate ocean science that supports the Navy's mission.

Richardson was interested in how USNS Maury will enhance the work of Task Force Ocean by helping us learn more about the ocean, including hydro-graphic surveys of uncharted regions and advancing our understanding of how the ocean water column, sea surface and sea-floor advance underwater acoustic system performance.

"Advancing the capabilities that USNS Maury and her crew represent is the reason we've stood up Task Force Ocean," Richardson said.

During the tour provided by Gallaudet and crew members of the USNS Maury, Richardson was able to gain first-hand insight into how the ship's crew performs acoustic, biological, physical and geophysical surveys. The ship is the first of a new class of survey vessels better equipped to support unmanned systems survey operations, and includes a moon pool used for launch and recovery of the systems. Richardson was particularly interested in Naval Oceanography's innovation in advancing oceanography - for platforms and sensors, as well as the moon pool and the array of unmanned systems used (including unmanned underwater vehicles, autonomous underwater vehicles, drifting buoys, profiling floats and moored GPS buoys).

Richardson's tour included the moon pool bay, and static displays of unmanned systems and data processing systems. He also visited the bridge, staterooms and a lifeboat. Richardson concluded the visit by presenting a plaque to the ship's master and thanking the crew for hosting him on the weekend.

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THE HOLOCAUST: EVIL DOES NOT NEED YOUR HELP, ONLY YOUR INDIFFERENCE

Arlene Kessel, a representative from the Holocaust Commission of the Jewish Federation of Tidewater, presents relics belonging to Holocaust Survivor Hanns Loewenbach to Military Sealift Command service members and civilian teammates during the command's special observance ceremony for Holocaust Days of Remembrance, April 25. (U.S. Navy photograph by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

Service members and civilian teammates attached to Military Sealift Command gathered for a special observance, "Holocaust Days of Remembrance 2017," aboard Naval Station Norfolk, April 25.

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

"Hatred of Jews, known as anti-Semitism, has plagued the world for more than 2,000 years," said Vivian Margulies who represents the Holocaust Commission of the Holocaust Commission of the Jewish Federation of Tidewater. "The Holocaust is the world's most extreme example of this hatred."

"In 1933 the Jewish population in Europe stood at over 9 million people," according to Margulies. "By 1945, only 12 years later, the Nazis and their collaborators had murdered 6 million Jews; nearly 2 out of every 3 Jews in Europe."

The Holocaust Commission produces documentary films of the stories of Holocaust survivors and shares them with audiences to keep the lessons of the Holocaust alive.

"The survivors of the Holocaust can teach us a great deal for they experienced the horrors genocide themselves and were eyewitnesses to a terrifying period of history," said Margulies. "While each survivor's story is different, they all share common threads: personal struggle, courage tenacity, luck and eventually survival."

"Each of the survivor's stories has another common bond," added Margulies. "They all begin with a jolt from normalcy, with the sudden upheaval of everyday life."

"Often is the face of immediate danger, there was very little time to pack so all that could be taken was what could be carried," said Margulies. "Imagine not even having a photograph to remember what your family looked like. This is the reality of many Holocaust survivors."

The MSC teammates in attendance heard the Holocaust survivor story of Hanns Loewenback, whose father was one of the Jews who was forcibly taken from their homes by the Nazis in 1934 and imprisoned in a concentration camp.

"My troubles in Germany started while I was in school," According to Loewenback. "A history teacher at my school told the class that Germany's defeat in World War I was the fault of the Jews. As a result, I was beaten up by 10 boys for three days without interruption."

"All of the students did not agree what was happening to me but they did not help me," according to Loewenback. "Evil does not need your help; only your indifference."

Loewenback and his family eventually escaped from Germany and settled in China with other Jewish refugees.

"Our goal is not only to educate people about the Holocaust but to encourage everyone to think about the consequences hatred, prejudice and indifference as they can reside deeply in people's hearts and minds and are perhaps the greatest threat to our civilization," said Margulies.

'Days of Remembrance' was established by the U.S. Congress to memorialize the 6 million Jews who were murdered during the Holocaust.

ELIMINATING SEXUAL ASSAULT FROM OUR RANKS

Rosemary Trible, founder and President of Fear 2 Freedom, and Military Sealift Command personnel walked a lap to show support for survivors of sexual assault for Sexual Assault Awareness Month. (U.S. Navy photograph by Jen Hunt)

By Shevonne Cleveland, Military Sealift Command Public Affairs

In honor of Sexual Assault Prevention Month, Military Sealift Command held an event featuring guest speaker Rosemary Trible, a survivor of sexual assault, and founder and president of Fear 2 Freedom, a local non-profit organization that helps victims of sexual assault overcome their traumatic experiences.

"Fear 2 Freedom's mission is to redeem and restore those sexually assaulted, bringing them hope, healing and dignity. The second side to that is to create awareness and challenge and empower students, communities and our military to be the change," said Trible.

"Every two minutes someone is sexually assaulted," she said. "A statistic that is also challenging is that 1 in every 4 women and 1 in 10 men will be sexually assaulted during their military service."

According to the official Navy website there were 64 alleged sexual assault victims in January 2017, two officers, one chief petty officer, 25 petty officers, 30 junior enlisted Sailors, two unknown and zero civilians. Forty-nine of the alleged victims were female while 15 were male.

According to the website, the Navy Sexual Assault Prevention and Response Program's official mission is "To prevent and respond to sexual assault, eliminating it from our ranks through a balance of focused education, comprehensive response, compassionate advocacy, and just adjudication in order to promote professionalism, respect, and trust, while preserving Navy mission readiness."

ASIST Continued from page 3

intended to go against protocol. If someone discloses they want to commit suicide there is protocol we have to follow. However, you may find yourself in a situation where you can't follow protocol at that moment. You may be having a conversation with someone and suddenly they disclose this information to you. There are times (underway on a MSC ship, etc.) when you can't just pick up a phone and call someone. That's where your intervention training kicks in.

SC: What advice do you have for those people who may be interested in becoming ASIST certified?

Crecca: If you're interested in joining the front lines on mitigating suicide at MSC, we will teach you how to make a difference by registering you for an ASIST class. I tell people all the time that it's okay to have more people in your life that love and care about you than less people. So, if we can bring more resources to the table that are looking out and caring for each other, by default we will be a better organization…a stronger organization.

Chaplain Crecca is located in building T-26 and can be reached by email at vitto.crecca@navy.mil or by phone at (757) 443-3973.

EMORY S. LAND SAILORS PROMOTE HEALTH AND FITNESS AT LOCAL GUAM SCHOOL

By Mass Communication Specialist 2nd Class Richard A. Miller, USS Emory S. Land Public Affairs

Twelve Sailors assigned to submarine tender USS Emory S. Land (AS 39) visited Capt. H.B. Price Elementary School in Mangilao, Guam, for a community relations (COMREL) event April 7.

Sailors assisted with the school's "Spring Games," an outdoor event which promoted the importance of daily physical activity in the children's everyday lives to encourage their overall health and well-being. Sailors helped in the setup of various events ranging from relay races, tag, volleyball and other physical activities.

The COMREL helped foster a growing understanding and bond between land Sailors and the people of Guam. Being stationed on the island provides Sailors the unique opportunity to demonstrate the U.S. Navy's commitment to the local communities while also learning about their culture.

"The goal of this event was to connect with a local school district and show that we care as ambassadors to the island of Guam and the people living here," said Land's COMREL coordinator Lt. Takana Jefferson, a chaplain. "We want to show that we care about the local community. What better way to do that than through engaging and encouraging children?"

Electrician's Mate 1st Class Enrique Servatico and Ship's Serviceman 1st Class Andre Robinson play volleyball with Capt. H.B. Price Elementary students during the school's "Spring Games," an outdoor exercise event to promote the importance of daily physical activity in students' everyday lives. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Richard A. Miller)

ANYDAY

USNS Spearhead's Master, Capt. Doug Casavant, explains the purpose of fire-fighting equipment during a tour for Military Sealift Command's "Take Our Daughters and Sons to Work Day" event. (U.S. Navy photograph by Jen Hunt)

The USS Ross (DDG 71) receives supplies during a replenishment-at-sea with the fleet replenishment oiler USNS Big Horn (T-AO 198). (U.S. Navy photograph by Mass Communication Specialist 3rd Class Robert S. Price)

Crew-members of the guided-missile destroyer USS Fitzgerald (DDG 62) stand by during a replenishment-at-sea with the Military Sealift Command fleet oiler USNS Charles Drew (T-AKE 10). (U.S. Navy photograph by Mass Communication Specialist 2nd Class William McCann)

An SA-330J Puma helicopter assigned to the MSC dry cargo and ammunition ship USNS Charles Drew (T-AKE 10) delivers ordnance to the aircraft carrier USS Ronald Reagan (CVN 76) during a replenishment-at-sea. (U.S. Navy photograph by MC2 Jamal McNeill)

U.S. Navy Sailors prepare to use a flag to signal the MSC fleet replenishment oiler USNS Guadalupe (T-AO 200) during a replenishment-at-sea with the aircraft carrier USS Theodore Roosevelt (CVN 71). (U.S. Navy photograph by Mass Communication Specialist 2nd Class William McCann)

NEXT ISSUE:
LONG ROAD TO MSC

SEALIFT

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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

All photographic submissions must be sent via e-mail, express mail or parcel service.

Commander Rear Adm. Dee Mewbourne, USN

Director, Public Affairs Tom Van Leunen

Deputy Director, Public Affairs Jillian Morris

Editor Bill Mesta, Norfolk, VA

Visual Information Brian Suriani, Norfolk, VA; Jennifer Hunt, Norfolk, VA

Writers David Griesmer, Norfolk, VA; Wayne Perry, Norfolk, VA; Nathan Potter, Norfolk, VA; Shevonne Cleveland, Norfolk, VA; LaShawn Sykes, Norfolk, VA; Grady Fontana, Singapore; Sarah Burford, San Diego, CA; Matthew Montgomery, Naples, Italy

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