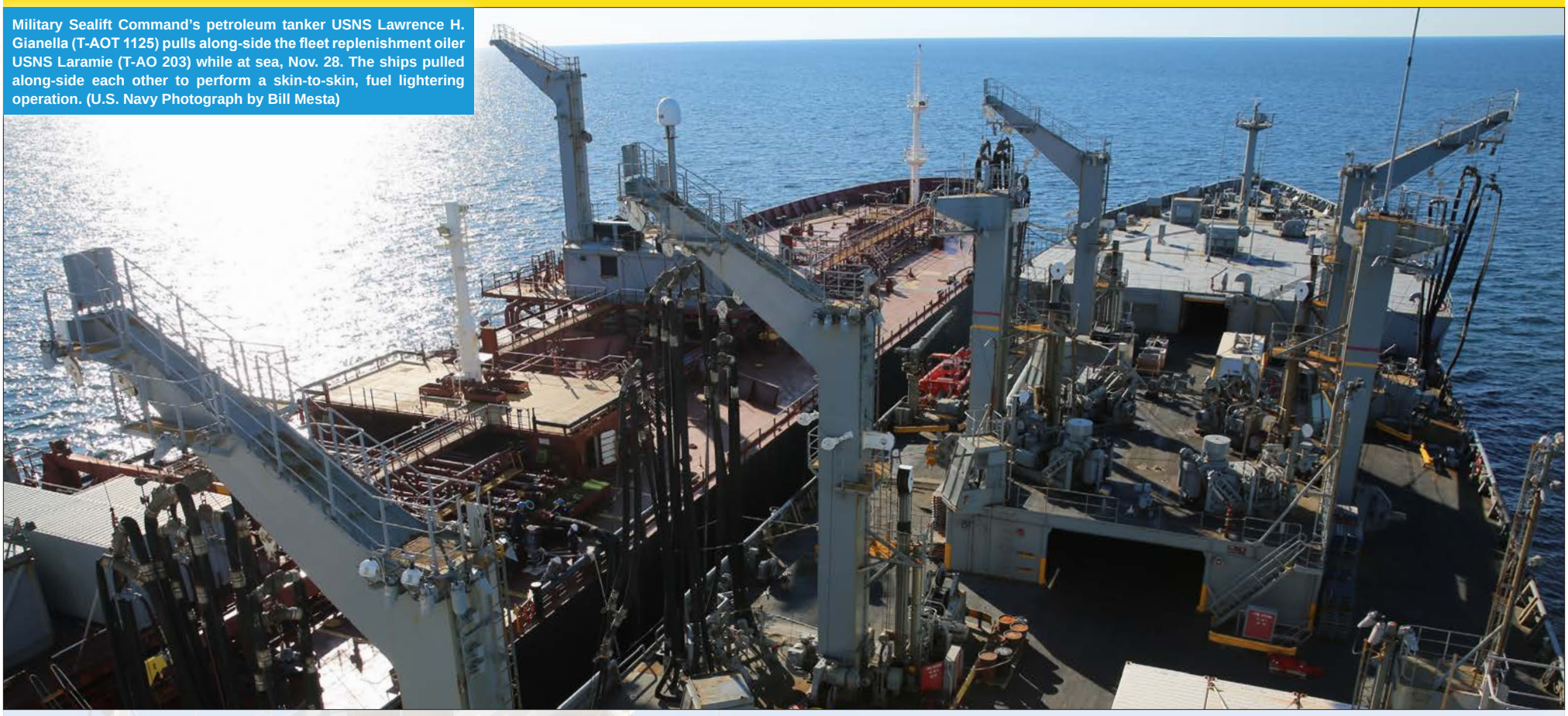
MSC SEALIFT

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

JANUARY 2018 ISSUE



Military Sealift Command's petroleum tanker USNS Lawrence H. Gianella (T-AOT 1125) pulls along-side the fleet replenishment oiler USNS Laramie (T-AO 203) while at sea, Nov. 28. The ships pulled along-side each other to perform a skin-to-skin, fuel lightering operation. (U.S. Navy Photograph by Bill Mesta)

USNS LAWRENCE H. GIANELLA, USNS LARAMIE CONDUCT SKIN-TO-SKIN, LIGHTERING FUEL TRANSFER

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's petroleum tanker USNS Lawrence H. Gianella (T-AOT 1125) and fleet replenishment oiler USNS Laramie (T-AO 203) conducted a skin-to-skin lightering fuel transfer at sea, Nov. 28.

"Lightering is the process of transferring fuel from one tanker to another tanker while away from a port," said Capt. William Wiggins, USNS Laramie's master. "Lightering usually takes place between a commercial Very Large Crude Container (VLCC) tanker ship and a smaller tanker. Normally, a VLCC has too deep of draft to pull into port so they offload their fuel to a smaller tanker."

Civil service mariners assigned to Military Sealift Command's fleet replenishment oiler USNS Laramie (T-AO 203) prepare to attach a 12-inch fuel line sent over by civilian contract mariners from the petroleum tanker USNS Lawrence H. Gianella (T-AOT 112) while at sea, Nov. 28. (U.S. Navy Photograph by Bill Mesta)

The fuel transfer mission began early in the morning before sunrise when Gianella pulled approximately 10 feet away from the port-side of Laramie. Gianella had a series of marine bumpers attached to the side of its hull to prevent damage to the two vessels during the evolution.

The marine bumpers where affixed to Gianella's hull by the contracted special vessel MV Rana Miller, which was on scene to provide operational support for the mission.

"This evolution was another example of MSC exploring alternate techniques, processes and capabilities to ensure our combatant fleet receives the fuel and supplies needed to succeed," said Chris Douglas of MSC's fleet replenishment oiler program. "We were able to successfully transfer fuel from the Gianella to Laramie using a fuel line typically used by commercial super-tankers."

Once in position, members of both ships' deck departments secured the two ships together with mooring line which were affixed both forward and aft.

Once secured, contract mariners attached to Gianella sent over a commercial super tanker fuel line to civil service mariners aboard Laramie.

Fuel lines used by commercial petroleum tankers are a different diameter than the fuel pumping and receiving stations aboard the two U.S. Naval ships. To adjust for these differences, the mariners attached a 'reducer' on each end of the fuel hose.

The first fuel 'reducer' failed but the contract mariners and civil service mariners who conducted the evolution were able to produce a replacement part, on scene, and changed out the damaged equipment.

"We had some 'hick-ups' during the evolution but nothing that the mariners couldn't overcome," said Wiggins. "The crew worked hard and it was a long day but overall we are considering this operation a success."

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LEADERSHIP PROMOTION BOARD, COMPREHENSIVE REVIEW, OWNERSHIP

From Commander, Military Sealift Command

One of the strategic themes in the Voyage Plan focuses on our people, "Harnessing and Developing a Diverse, Capable and Talented Workforce."

Supporting this theme, we are restructuring and improving the promotion board procedures for selecting permanent Master Mariners and Chief Engineers at Military Sealift Command (MSC).

For the past several months we thoroughly reviewed the current method for selecting our most senior leaders on MSC ships. We found that the present process, while sufficient, could be improved with additional formality and rigor.

I am confident that a more formal approach to selecting the best and fully qualified maritime officers will benefit applicants for our critical Master Mariners and Chief Engineer positions.

The improved process will mirror the systematic approach followed for selection boards conducted by Navy Personnel Command (NPC). In fact, future selection boards will be conducted at Millington, Tennessee, in the NPC board spaces and will incorporate time-tested procedures that reduce subjectivity and personal bias.

The revised board process will benefit the mariner candidates because it will reduce subjectivity and distraction and promote integrity, rigor and transparency. The new process will establish a collaborative environment focused on evaluating professional performance as the key qualifier for selecting future Master Mariners and Chief Engineers.

Board members will evaluate each applicant's Mariner Advancement Program record, resume, and responses to Knowledge, Skills, and Abilities (KSA). The total record of each applicant will be assessed by two board members at least one of whom shall be a qualified Master Mariner or Chief Engineer. Then the records will be further reviewed via a process known as the "tank" (space at Millington specifically design to electronically review records) where they will be collaboratively reviewed by the entire board to select the best and fully qualified. In the tank, discussion invoking context and expertise will be encouraged in order to thoroughly consider all aspects of an applicant's record. For future boards we envision further shifting away from KSA responses to using a tailored questionnaire and evaluations.

The selection board will be chaired by a MSC Flag Officer or Senior Executive Service member. Board members will consist of qualified O-6 staff (must have held afloat USN Command) or Area Commanders, experienced GS-15 staff, and permanent MSC Master Mariners and Chief Engineers.

The process has not been changed without reaching out to our partners, the labor unions. The International Organization of Masters, Mates, and Pilots leadership toured NPC in Millington and were impressed with the increased scrutiny of each record, formal electronic briefing, incorporation of electronic scoring and the sanctity of the spaces. As such we received their endorsement during our Nov. 15 Union Meeting. Likewise the process has also been endorsed by the Marine Engineers Beneficial Association (MEBA). As a result of the progress made to the process, our intent is to implement this enhanced selection board process during the spring of 2018.

I know you share my commitment to provide our mariners with leaders who exemplify the highest standards of leadership, professionalism, and personal integrity. I believe the improvements to the board process will ensure that future Master Mariners and Chief Engineers are truly the best and fully qualified to meet these high standards.

Comprehensive Review

Recently the Navy released a report detailing the events and actions that led to the collision of USS Fitzgerald (DDG 62) and ACX Crystal in June, and the collision of USS John S. McCain (DDG 56) and merchant vessel Alnic MC in August. As a result of those incidents, the Chief of Naval Operations (CNO) Adm. John Richardson tasked Adm. Davidson at U.S. Fleet Forces Command to conduct a comprehensive review of surface ship operations and incidents at sea to inform and drive improvements Navy-wide.

The CNO noted, "Both of these accidents were preventable and the respective investigations found multiple failures by watch standers that contributed to the incidents." The Comprehensive Review identified gaps in doctrine, organization, training, material, leadership and education, personnel, and facilities that point to actions needed to improve in the areas of fundamentals, teamwork, operational safety, assessment, and culture.

As an organization dedicated to continuous improvement and high-velocity learning, we need to read and understand these reports, and take the lessons learned and areas for improvement and apply them to our work at MSC.

For it's important to remember that MSC is not immune to mishaps and safety lapses. In the last year we've had our share of incidents from groundings, to allisions, to anchor drops that have adversely affected mission and most importantly were preventable.

In all that we do, sound maintenance practices, adherence to standard operating procedures, and a commitment to watchstanding principles are the backbone of crew safety and mission success.

This past week at our headquarters, a U.S. Coast Guard representative provided us a debrief on the Board of Investigation report from the sinking and loss of the steam ship El Faro. Here too, the investigation revealed that a lack of leadership, crew complacency, and lack of training and procedures contributed to the tragedy. As this report details, the nature of our work is totally unforgiving; even a momentary lapse in vigilance can swiftly lead to disaster.

I would encourage everyone to read the findings, conclusions, and recommendations of the Navy Comprehensive Review and the U.S. Coast Guard Marine Board of Investigation. These documents may be found at the following links:

http://navylive.dodlive.mil/2017/11/02/cno-briefs-collisions-and-comprehensive-review-of-surface-force-incidents/

http://www.news.uscg.mil/News-by-Region/Headquarters/El-Faro-Marine-Board-of-Investigation/

After reading and discussing these reports with our teammates, we should ask ourselves, "What can I learn from these accidents?" and "How can I apply what I learned to my work at MSC?"

In the coming weeks and months we will take the findings from the comprehensive review, and the findings from our recent operational pause, and use them to improve our operations. In addition, we will stand up a cross functional team that will serve as the hub for integrating the lessons learned and recommendations into all stages of our training, and the operation and maintenance of our ships.

We are constantly called upon to operate at the highest levels of performance providing on-time fleet logistics, strategic sealift and special mission support to the joint warfighter. Your daily commitment to safely operating and maintaining our ships is critical to mission accomplishment and the safety of our mariners.

Ownership

Our Navy's Design for Maintaining Maritime Superiority is a framework to guide our behaviors and investments now and in the years ahead. The Design's core attributes of integrity, accountability, initiative and toughness serve as criteria for our decisions and actions. An intangible quality that ties these together and propels an organization forward is the idea and implementation of an "ownership" culture.

As Chief of Naval Operations (CNO), Adm. John Richardson recently noted, "Ownership is absolutely critical to our business. No matter where you are in the Navy, no matter what your job, no matter what your seniority, we need 100 percent ownership of what we're doing. We need to own our behaviors, we need to own our technical competence, we need to own our character."

Ownership is also about taking that next step and pushing our work effort deeper and wider. Technical competence is critical to our success, however, it's important to look up and out, and see the connections between all that we are doing. Ownership involves seeing and caring about that big picture and understanding how our individual contributions relate, and are absolutely critical, to the overall success of the mission.

As we examine and review our individual performance, we should apply this thinking to how we can take ownership of our work to support our four strategic themes:

- Harnessing and Developing a Diverse, Capable and Talented Workforce;
- Assuring Global Maritime Logistical Services;
- Developing Tactical Capabilities that Support Future Warfighting; and
- Dedicated to Continuous Improvement and Innovation

The CNO captures the essence of ownership when he states, "To truly achieve our theoretical limits of performance, it's got to come from within each one of us. We have to identify and dedicate ourselves, push ourselves not to achieve the bare minimum, but to go well past that bare minimum and really try and maximize our performance."

As an organization, we have been pushing hard over the past year and in some cases nearing that theoretical limit. That demanding work has produced tangible results and significant accomplishments in our four strategic themes, enabling us to empower global warfighting capabilities. I appreciate that our team is applying the same high-level effort to meet this year's objectives and next year's aspirations.

In everything we do, let's keep ownership in the forefront, using it to propel our high-performing teams upward to the next level.

United We Sail,

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

MSC AT THE READY: TUSCAN TRIDENT

Reservists from Expeditionary Port Units (EPU) 104, 105, 106, 107 and the Europe and Africa Headquarters unit, recently participated in first EPU exercise, named Tuscan Trident, in the U.S. 6th Fleet area of operations. Over the course of the exercise, reservists participated in a Military Sealift Command familiarization training, ship and port tours, operational exposure and area orientation. (Photo by Matthew Montgomery, Military Sealift Command Europe and Africa)

By Matthew Montgomery, Military Sealift Command Europe, Africa

Reserve personnel assigned to Military Sealift Command Europe and Africa (MSCEURAF) recently conducted the first Expeditionary Port Unit (EPU) table top exercise (TTX) in the U.S. 6th Fleet area of operations (AOO) by simulating a mobilization in support of port operations.

The exercise, named Tuscan Trident, brought together 30 reservists from EPUs 104, 105, 106, 107 and the Europe and Africa Headquarters unit. They participated in one week of MSC familiarization training, ship and port tours, operational exposure and area orientation. This was followed by a three-day simulation of real-world port operations that ended with a qualification board.

"What our EPU members accomplished here is no small task," said Capt. Eric Conzen, MSCEURAF commodore. "Given the increased visibility of additional port options in the 6th Fleet AOO by senior leadership, this type of scenario is extremely relevant."

EPUs are mobile units that can be deployed worldwide in response to events, such as a humanitarian crisis or other military mission. EPUs are typically deployed to help establish port operations where there is little or no port infrastructure in responding to an event.

"EPUs can deploy with a Mobile Sealift Operations Center (MSOC) van, which is a self-contained operations center equipped with computer work stations and a communications suite providing for both secure and unsecured communications," said Cmdr. Ronald C. Riley, MSCEURAF HQ unit reservist and Tuscan Trident officer in charge. "This can facilitate port openings, port surveys, port operations and management, and also ship husbandry requirements."

Ship husbandry encompasses all aspects of support to include logistics, services, maneuvering support, maintenance and personnel movements for a ship's port visit.

"Making sure our ships can get into ports, receive food, fuel or other supplies, and perform maintenance operations is what enables the Navy to continue operating at sea during emergency operations," said Fred Woody, MSCEURAF deputy operations officer. "This is what the EPUs do to enable continued support during increased operational times."

During contingency operations, deployed EPUs also coordinate with other port stakeholders, such as Surface Deployment and Distribution Command (SDDC) representatives, to facilitate port operations. They coordinate ship arrivals, on-and-off loading of cargo and departures of MSC vessels, all in support of missions within the deployed EPUs' operating area.

"Tuscan Trident afforded participants the opportunity to simulate standing-up an MSOC van and establishing communications training to scenarios that they would likely face in a real-world mission," said Riley. "Training improves the readiness and preparation of reservists to respond to real world scenarios if and when deployed in the event of a crisis event."

In order to ensure a successful exercise experience, MSCEURAF Operations Support Officer, Kathleen DiPietropolo, coordinated with government agencies to formalize training. Theater indoctrination and MSC operations training was provided by members of MSCEURAF, SDDC 598th Transportation Brigade, Defense Logistics Agency and Naval Criminal Investigative Service. Experienced officers from the Surface Warfare and Strategic Sealift communities also provided instructor-led training to refresh fundamental EPU and MSC operations knowledge. This provided the knowledge needed to complete Job Qualification Boards at the end of the exercise.

"We used the first week of the exercise to make sure the reservists had a solid foundation and understanding of MSC," said Woody. "We're a big organization with a lot of moving parts. Understanding how the different pieces fit together enabled them to execute the table top portion of the exercise effectively."

In addition to familiarization briefings, the group visited the port of Gaeta, Italy, where they were able to tour the Expeditionary Fast Transport Ship, USNS Carson City (T-EPF 7). They also visited the commercial port of Naples and received briefings from vessel repair contractors and a local ship's agent.

"Being able to see the Carson City was extremely valuable for the group," said Woody. "While the EPFs are very agile and useful ships, it's important to understand what their limitations are for maneuvering and transiting. Being able to discuss the limitations of the ship, the general requirements for roll-on/roll-off cargos, and the interface requirements with shore personnel to support cargo operations was very beneficial."

Following familiarizations and training briefings, the group relocated downtown for the TTX where they completed 124 training objectives and responded to 36 exercise injects simulating EPU port operations and service missions in the European Command AOR. The chosen location added realism to the exercise by forcing participants to deal with supply, connectivity and other issues.

The TTX culminated in a qualification board to certify reservists as Port Operations/Services Officers. A highlight was the successful completion by all participants, resulting in 100 percent qualification for the group.

"Completion of the Job Qualification Requirements, coupled with the training for subject matter experts, should prove beneficial to the Navy in plugging reservists into the on-going missions," said Riley. "The reservists will already have a fundamental knowledge and be able to more quickly support real world missions."

Tuscan Trident was modeled after MSC Central Command's (MSCCENT) TTX, Crescent Dagger. Members from the EPUs supporting MSCCENT and Task Force 53 were able to share best practices with Tuscan Trident participants.

"The training by reservists who participated in Crescent Dagger and Tuscan Trident will establish a knowledge baseline for future attendees that can be shared and leveraged with other MSC area commands," said Riley.

Increasing the baseline knowledge of EPU members will allow Tuscan Trident, and other EPU exercises, to evolve and become more complex over time.

"What these reservists went through is extremely important," said Conzen. "As we continue to grow and make this exercise more dynamic, we'll leverage our relationships to incorporate more personnel and assets. At the end of the day, we're here to fight and win the nation's wars, and our ships being able to use multiple ports is a big part of that process. If we can't get food and gas, then the Navy can't operate."

JOINT BASE LANGLEY-EUSTIS UNIT PARTNERS WITH FEMA IN PUERTO RICO HUMANITARIAN MISSION

By Staff Sgt. Teresa Cleveland, 633rd Air Base Wing Public Affairs

Military Sealift Command's large, medium-speed roll-on, roll-off ship USNS Brittin (T-AKR 305) arrived at the Port of Ponce, Puerto Rico, Nov. 3, 2017, loaded with power-generation equipment and other supplies after Hurricane Maria left the majority of the island without power in September.

U.S. Army Soldiers from the 832nd Transportation Battalion, 597th Trans. Brigade based at Joint Base Langley-Eustis, Va., were waiting ashore to unload 500 pieces of equipment including generators, temporary living facilities, food and water.

JBLE's Soldiers partnered with U.S. Navy Cargo Handling Battalion One from Williamsburg, Virginia; the Federal Emergency Management Agency and other agencies to unload the 964-foot vessel before distributing the supplies to various areas across the island.

"My Soldiers are in charge of maintaining accountability here within the port and coordination for onward movement out onto the island," said U.S. Army Maj. Brett Dunning, 690th Rapid Port Opening Element, 832nd Trans. Battalion, 597th Trans. Brigade commander. "We want to start off getting the power turned back on to the rest of the island, and offloading all of these generators is the first step."

USNS Brittin, continued on page 8

USNS YUMA MARINERS SAVE 7 DURING RESCUE AT SEA

By Bill Mesta, Military Sealift Command Public Affairs

Civil Service Mariners who crew Military Sealift Command's expeditionary fast transport ship USNS Yuma (T-EPF 8) performed a rescue at sea of seven pleasure boaters, Oct. 29.

"Yuma was transiting from Gulfport, Mississippi, to Joint Expeditionary Base Little Creek-Fort Story when we received a request from the U.S. Coast Guard to assist the 50-foot pleasure boat, Good Ole Girl II, which had lost power and was adrift in heavy seas approximately 15 miles south of Key West, Florida," said Capt. David Gommo, USNS Yuma's master. "The boat was approximately 45 miles south of Yuma when the distress call was received."

There were no other U.S. Navy or U.S. Coast Guard assets in the vicinity of the pleasure-boat when the call for assistance was raised.
"We received the call at 10 p.m. with information that the vessel was drifting south towards the coast of Cuba," added Gommo. "So we immediately changed course to search for the disabled boat."
The seas between Yuma and the Good Ole Girl II were 7-9 feet at the time of the distress call.

"My biggest initial concern was that if we were going to perform a rescue at sea I wanted to do it during daylight hours as I didn't want the added complexity of performing a rescue at sea in the dark." said Gommo. "Initially, we were unable to find the distressed boaters but with the assistance of a merchant ship we located Good Ole Girl II."

"We were able to establish radio communications with the boat once Yuma was on scene," said Gommo. "The pleasure boat was without power and had been adrift, 'beam to the seas' for about six hours."

Once the distressed vessel was located, Yuma maneuvered very close to the boat and performed a 'skin-to-skin' maneuver to bring aboard six of Good Ole Girl II's passengers. One person remained aboard the pleasure boat as the owner hoped to have the craft towed to safety.

"We attempted to tow the boat to shore but the 7-9 foot seas caused the mooring line to fail," according to Gommo. "When the mooring line failed we recommended to the owner that we would not be able to tow the vessel to land. He was fine with this and just stated they were all grateful to be aboard Yuma."

USNS Yuma is crewed by an all civilian crew of 30 civil service mariners who perform all of the ship's functions including deck watches, engineering and supply requirements.

"The rescue of the passengers aboard Good Ole Girl II was an all-hands evolution," stated Gommo. "From maintaining the proper propulsion and navigational direction to line-handling, all of Yuma's mariners were key to the rescue's success."

The rescued pleasure boaters expressed their gratitude to the crew of Yuma with a letter penned to Rear Adm. Dee Mewbourne, Commander Military Sealift Command.

"We want to express our deepest gratitude, honor, praise and respect to these heros," the letter states. "We are forever indebted to them. Everyone demonstrated the highest quality of care and generosity while aboard Yuma."

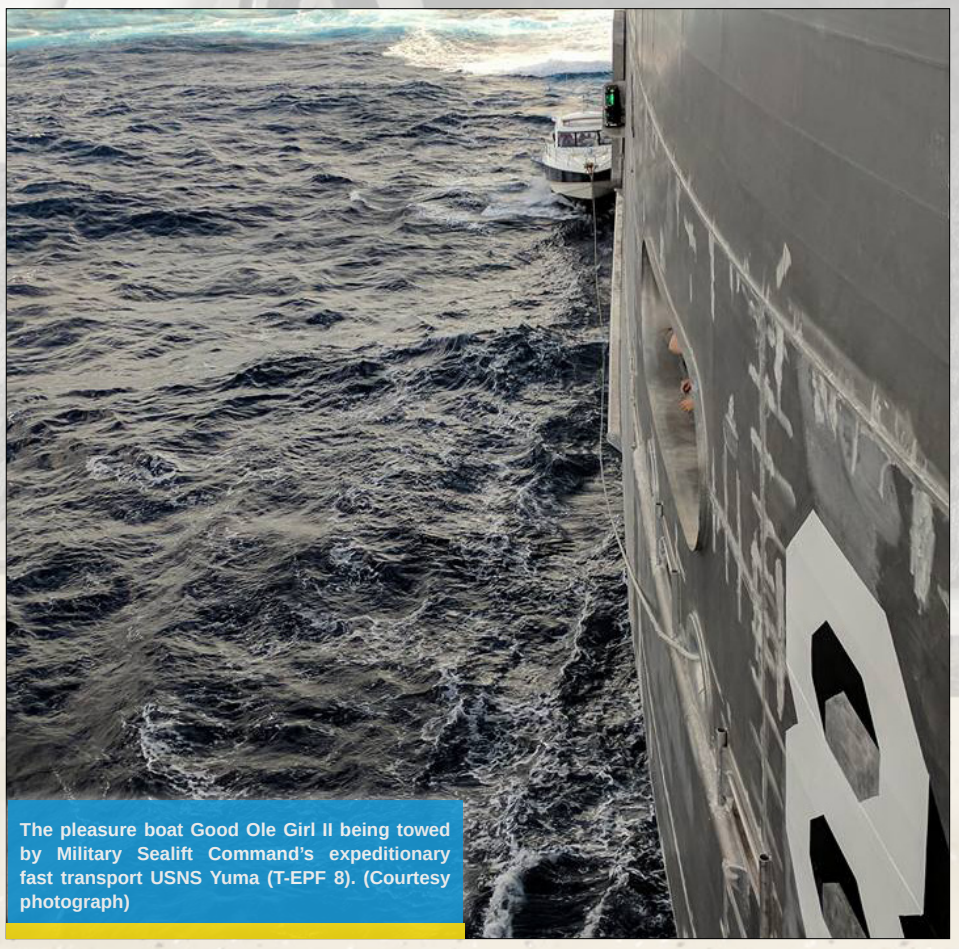
USNS Yuma is the U.S. Navy's newest expeditionary fast transport whose primary mission is to transport personnel and cargo at high speeds.

"Yuma is an incredible vessel, but it is the Captain and crew which makes her extraordinary to us," concluded the letter.

According to reports, Good Ole Girl II drifted to the coast of Cuba. The owner's insurance company is in negotiations to have the pleasure-boat returned.

Seven pleasure boaters rescued by the crew of Military Sealift Command's expeditionary fast transport USNS Yuma (T EPF 8) off the coast of Florida pose for a photograph with the ship's company. (Courtesy photograph)

One of seven pleasure boaters rescued by the crew of Military Sealift Command's expeditionary fast transport USNS Yuma (T-EPF 8) off the coast of Florida, climbs a ladder to safety aboard the ship (Courtesy photograph)



The pleasure boat Good Ole Girl II being towed by Military Sealift Command's expeditionary fast transport USNS Yuma (T-EPF 8). (Courtesy photograph)

COMMANDER
MILITARY SEALIFT COMMAND

21 November 2017

To Captain Gommo and the crew of USNS YUMA:

On behalf of the entire MSC team, I want to thank you for saving the lives of seven distressed mariners off the coast of Key West, Florida, on 29 October 2017. Your ability to respond quickly and effectively was a direct result of superb professionalism executed at all levels.

Despite rough seas and heavy weather, USNS YUMA diverted course quickly in response to a U.S. Coast Guard request and located and secured the vessel, Good Old Girl II, that had lost power and was on the verge of foundering. The gracious hospitality and compassion that was then extended to the rescued crew reflected the highest ideals of our Navy and our nation.

Thank you for a job very well done!

United We Sail,

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

ADMIRAL D. MEWBOURNE

NO CHALLENGE TOO DIFFICULT. . .
THOSE WORDS WERE REPRESENTED BY
THE CAPTAIN AND CREW OF THE
USNS YUMA T-EPF 8 (DAVID GOMMO, MASTER)
ON OCTOBER 29, 2017. THESE 31
EXCEPTIONAL INDIVIDUALS SUCCESSFULLY
RESCUED THE CAPTAIN AND CREW OF
GOOD OLD GIRL II. WE WANT TO EXPRESS
OUR DEEPEST GRATITUDE, HONOR, PRAISE
AND RESPECT TO THESE HEROS.
WE ARE FOREVER INDEBTED TO THEM.
EVERYONE DEMONSTRATED THE HIGHEST
QUALITY OF CARE AND GENEROSITY
WHILE WE WERE ABOARD YUMA (I.E. GIVING
US PERSONAL ITEMS, SHOES, SOCKS,
SHIRTS, ETC.) THERE IS NO DOUBT
YUMA IS AN INCREDIBLE VESSEL
BUT IT IS THE CAPTAIN AND CREW
THAT MAKES HER EXTRAORDINARY TO US.

SINCERELY,

TOM BAIRD III JAMIE BAIRD TOM QUINN
MATT SELLMEYER JILL SELLMEYER
NEIL LUCAS DEB LUCAS

Thomas L. Quinn, D.D.S., Inc.
948 South Jefferson
Springfield, Missouri 65806

(417) 865-8405

DEAR ADMIRAL D. NEWBOURNE;

I WOULD LIKE TO TAKE THIS TIME
TO COMMEND DAVID GOMMO, MASTER AND
THE ENTIRE CREW OF USNS YUMA T-EPF-8.
ON SUNDAY OCT 29 2017 MASTER GOMMO
AND CREW RESCUED MYSELF AND
6 OTHER PEOPLE FROM PERIL TO THE
EXTREME IN THE ATLANTIC OCEAN. OUR
VESSEL GOOD OLD GIRL, A 50 FOOT
SOW SEAKER WAS WITHOUT POWER AND
ROLLING IN 7-TO 9 FOOT SEAS MASTER
GOMMO'S MANAGEMENT OF THE SHIP AND

Thomas L. Quinn, D.D.S., Inc.
948 South Jefferson
Springfield, Missouri 65806

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THE CREWS MANAGEMENT OF SECURING
OUR BOAT ALLOWED US TO EXIT AND
BE SAVED FROM EXTREME PERIL. NOT
ONLY WERE THEY EXTREMELY COMPETENT
BUT KIND AND REASSURING TO A PETRIFIED
GROUP OF PEOPLE. PLEASE KNOW THAT
THE ENTIRE CREW AND MASTER
OF USNS YUMA T-EPF8 ARE PERFORMING
AND ADMIRABLE JOB OF MANAGING YOUR
NAVAL ASSET. MYSELF MY WIFE MY
CHILDREN AND MY GRANDCHILDREN
THANK THEM FROM THE VERY BOTTOM
OF OUR HEARTS.

SINCERELY
Thomas L. Quinn DDS.

MILITARY SEALIFT COMMAND KNOWLEDGE MANAGEMENT TEAM RECOGNIZED FOR CYBER AND INFORMATION TECHNOLOGY EXCELLENCE

By Military Sealift Command Public Affairs

Military Sealift Command's Knowledge Management team was recognized for its efforts by receiving the 2017 Department of Defense Chief Information Officer award for cyber and information technology excellence at an awards ceremony held at the Pentagon in Washington D.C., Nov. 30.

The DoD Chief Information Officer (CIO) annual awards program recognizes individuals and teams within the DoD Information Technology (IT) community for exceptional achievements in delivering forward-leaning and strategically impactful technology capabilities and IT management practices.

According to the DoD Chief Information office, "Military Sealift Command's (MSC) Knowledge Management Team received an award for changing the way the MSC and other DON commands operate in the digital workplace. Their efforts were critical to the successful fielding of the Navy's only authorized intranet environment, the iNAVY portal."

"Our Knowledge Management team consists of knowledge managers, records management and operations research, business intelligence staff personnel," said Chris Trimpey, MSC's Director, Knowledge Management. "We provide support to the MSC staff for the iNAVY portal, Classified Fleet Forces Online, records, and operations research across the spectrum of Knowledge Management, records administration, and operations research to include studies, metrics, key performance indicators and modeling."

'MSC is the first of seven major Navy commands to migrate their command INTRANET/SharePoint environment to the Defense Enterprise Portal Service (DISA DEPS)," according to Trimpey.

DEPS is Cyber-Hardened portal that permits MSC users to share knowledge and collaborate across the MSC Worldwide Enterprise, a 10,000 person diverse workforce consisting of Federal service civilian employees, civil service mariners, contract mariners, service members, and contractor workforce.

"MSC also became the first Navy command to make the significant upgrade to SharePoint 2013 and employ advanced SharePoint tools such as NINTEX, a workflow automation software program," Trimpey added.

Members of Military Sealift Command's Knowledge Management Team (pictured left to right) Greg Lane, Constance Genne, Ricky DeLeyos, Tony Ramirez, Desiree Pittman, Michael C. Smith, and Chris Trimpey accept their 2017 Chief Information Officer award from Acting CIO Dr. John Zangardi and Acting White House Chief Information Officer, Ms. Margie Graves.

"DISA's Chief Enterprise Applications Branch stated 'MSC was the Path Finder for the subsequent onboarding of ALL other Navy Commands on DEPS'."

"An additional leading-edge initiative performed by the MSC iNAVY Portal Team was the capture and development of a Lessons Learned which was shared with the MSC community," said Trimpey. "The Lessons Learned proved to be critical in the migration of larger commands such as Commander, U.S. Pacific Fleet and Naval Sea Systems Command."

MSC is routinely called upon to provide Subject Matter Expert support to other commands.

"The DoD CIO awards are based on achievements furthering and accomplishing the goals and objectives set forth in the Aug. 20, 2016, "DoD CIO IT Environment Way Forward" strategy for cross-cutting and high priority advancements in IT capabilities and disciplines in the Information Enterprise Mission Area," said Trimpey. "Successful realization of these goals and objectives impact and benefit DoD Components as well as depend upon their collective contributions, collaboration and expertise."

The MSC Knowledge Management team is comprised of Federal civilservice employees and contractor personnel who work at various locations throughout the United States.

NAVY'S NEWEST OCEANOGRAPHIC SURVEY SHIP COMPLETES FIRST OPERATIONAL MISSION

By Brian Leshak, Office of the Oceanographer of the Navy

USNS Maury (T-AGS 66), the Navy's seventh Pathfinder-class ship, successfully completed its first operational oceanographic survey Nov. 8.

Surveys by Maury and its sister ships are conducted to collect hydrographic, acoustic and bathymetric data, which are used to develop products and services for warfighter mission planning and surface and subsurface safety of navigation aids for the Fleet.

"USNS Maury is the world's premier oceanographic survey ship," said Oceanographer of the Navy and Commander, Naval Meteorology and Oceanography Command Rear Adm. John Okon. "The completion of Maury's first successful oceanographic survey could not have been possible without the strong partnership between our civilian and military team. Our oceanographic ships and platforms deploy around the world and give our Navy a warfighting advantage."

While underway, T-AGS ships are operated jointly by members of the Naval Meteorology and Oceanography Command's Naval Oceanographic Office (NAVOCEANO) and the Military Sealift Command (MSC). Survey operations on Maury's first, and most recent, operation were led by Senior NAVOCEANO Representative and Hydrographic Branch Head Lawrence Haselmaier.

Military Sealift Command's oceanographic survey ship USNS Maury (T-AGS 66) pulls into Naval Station Norfolk, Nov. 2. Maury arrived in Virginia after completing survey operations off the East Coast. (U.S. Navy photograph by Bill Mesta)

"We used this deployment to significantly emphasize, expand, and improve our use of AUVs," Haselmaier said. "We recognize that the world is increasing its use of unmanned systems, so it's vital that we leverage opportunities such as this one to maintain the Navy's superiority in that realm."

Maury, the first in its class fitted with a 300-square foot moon pool, is able to launch and retrieve unmanned underwater vehicles (UUVs). UUVs allow Maury's crewmembers to measure water columns for salinity, temperature, conductivity, depth and currents. Maury is also equipped with high-resolution, high-density multibeam sonars.

"These tools allow us to visualize the seafloor, position objects that could pose a hazard to safe navigation, and determine the topography and oceanographic environment of the area," Haselmaier explained. "Once the data is collected, we can immediately begin to process the information required to generate products for the Fleet."

That data collection begins with a team of Navy aerographer mates (AG) who are not only charged with the launch and recovery of AUVs, but also with collecting bathymetric data and processing it in addition to their traditional responsibilities.

"A typical watch for an AG on Maury begins at 4 a.m. when we prep weather briefs for the Senior NAVOCEANO Representative, ship's crew and AUV personnel to highlight any potential hazards for that day," said Aerographer's Mate 1st Class Loren Springer. "In addition, I act as a liaison between the AUV personnel and the survey lab, so once the AUVs are launched or recovered, we begin to process the data collected by the vehicles."

Springer, who was the senior AG onboard during Maury's most recent survey, further explained the role of AGs while underway on oceanographic survey ships. "While our (AG's) bread and butter is hydrography, we're becoming more and more valued onboard these vessels due to the flexibility we bring to the table. Our training covers a broad spectrum of operations. We all have some experience in meteorology, oceanography, acoustic operations, mine warfare operations, bathymetry and hydrography."

Maury is operated by MSC and is technically controlled by NAVOCEANO for Commander, Naval Meteorology and Oceanography Command based at Stennis Space Center in southern Mississippi.

MSC OBSERVES NATIONAL NATIVE AMERICAN HERITAGE MONTH

By Shevonne Cleveland, Military Sealift Command Public Affairs

The keynote speaker, Tanya Liverman, also known as Spirited Dancer, addresses service members and civilian support staff at Military Sealift Command's Native American Heritage Month special observance, Nov. 24. (U.S. Navy photo by Bill Mesta)

Military Sealift Command joined the nation this November in celebrating National American Heritage Month with the theme "Standing Together." Military and civilian teammates gathered for the observance at Ely Hall at Naval Station Norfolk.

Guest speaker of the event, author and poet Tanya Liverman, also known as "Spirited Dancer" is a member of the Nantickoke Lenni-Lenape Indians of Bridgeton, NJ. During the presentation, Liverman shared customs and traditions of her heritage including the traditional naming process.

"Within our tribe we have something unique, not one name has ever been repeated. In our tribe there is only one Spirted Dancer, and my representation is a dancing eagle," said Liverman. "Every name has a character and you wait until that characteristic is displayed within someone before naming them. It's an honor to receive that name, and be that name and cherish it because you are what that name is."

Liverman who is three-fourths Native American spoke about the challenges Native Americans still face for recognition.

"It wasn't until 1924 that we were recognized as citizens", said Liverman. "And my tribe started in 1979 when we finally came out of hiding. We've always been who we are, but due to assimilation and things from the past, it made Native Americans flee later on and assimilation rolled them into different areas. Based on that history we had people who were light-skinned who moved to Pennsylvania and passed as Caucasian. We had people who were more darker-skinned that got drafted into slavery, and we had people who were medium-skinned who were thought to be Hispanic and were used for other purposes."

While many people assimilated, Liverman says in the end it served a greater purpose and has assisted in keeping the legacy of her people alive.

"The people who were on the medium to light-skinned were educated. And within my tribe the reason we can carry a card and say who we are is because of good record keeping due to education. When I filed for citizenship within my tribe I went back nine generations easily because we had the records."

Liverman continues a legacy of educating people about Native Americans and closed with a presentation of a spoken word poem.

"These reflections are very deep, I want you to know where I came from and why I continue to teach. The best of both worlds is what I claim, for my American and Indian name. My soul reflects culture, race and faith, as I walk this journey pace by pace."

The keynote speaker, Tanya Liverman, also known as Spirited Dancer, performed a traditional dance for service members and civilian support staff at Military Sealift Command's Native American Heritage Month special observance, Nov. 24. (U.S. Navy photograph by Bill Mesta)

FINDING PEACE IN THE MIDST OF A STORM

By LCDR Glen Kitzman, Chaplain, USN

If we could only see the future…

In October of 1992, a fishing boat named the Andrea Gail sailed from a New England port to find swordfish. On their return, the crew faced a hurricane named, Grace. Ten story waves and high winds of 120 mph tossed them freely. Meteorologists later called Hurricane Grace, "The perfect storm." Their decision to travel through the hurricane cost them their lives.

Unfortunately, you and I have no such ability to see the future…and that is a blessing. We do, however, have the ability to value today and to learn from our past.

How do we find Peace when the things around us seem chaotic? First, live in such a way as to place greater value on your time…the commodity that everyone seems to want more of. Speaking with a man who was about to die, he looked at me and expressed his longing for more time; a greater value than tangible wealth.

Second, we must stop and tell the people we love how we feel about them and that they are important to us. Expressing love is a learned skill, one that becomes easier the more we share. Placing more value on the relationships in our lives will prove much more meaningful than any other effort.

Finally, choose to live intentionally by investing in the lives of others. Zig Ziglar once said, "You will get all you want in life if you help enough other people get what they want." If you want to achieve your goals, help others become successful.

I pray that you will find peace today…

Chaplain Glen Kitzman

SECNAV NAMES NEW EXPEDITIONARY SEA BASE

By Secretary of the Navy Public Affairs

Secretary of the Navy Richard V. Spencer announced the Navy's newest Expeditionary Sea Base (ESB) ship, T-ESB 5, will be named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Miguel Keith during a ceremony in National Harbor, Maryland, Nov. 4.

Keith was born in San Antonio, Texas, and joined the Marine Corps on May 1, 1969.

In 1969, Keith served as a machine gunner with Combined Action Platoon 132, III Marine Amphibious Force in Quang Ngai Province, Republic of Vietnam. He was promoted to the rank of Lance Corporal on April 1, 1970.

He was severely wounded on the morning of May 8, 1970, when his platoon came under a heavy-ground attack. Despite being injured in the attack and open to hostile fire, he continued to engage the enemy with heavy machine gun fire.

Keith's efforts resulted in him killing three attackers and dispersing two remaining adversaries. Despite receiving further serious injuries caused by an enemy grenade, he continued to advance upon an estimated 25 enemy soldiers, killing four and dispersing the rest.

Keith was mortally wounded, but his performance in the face of overwhelming odds contributed, in no small measure, to the success of his platoon defeating a numerically superior enemy force.

Able to accommodate up to 250 personnel, the new ESB ship will support multiple missions, such as air mine countermeasures (AMCM), counter-piracy operations, maritime security operations, humanitarian aid and disaster-relief missions, and crisis response operations.

Also, the vessel will be capable of supporting MH-53 and MH-60 helicopters, with an option for future upgrades to support MV-22 tilt-rotor aircraft.

The new 784-foot-long vessel will feature a 52,000-square foot flight deck, fuel and equipment storage, repair spaces, magazines, and mission-planning spaces.

USNS Miguel Keith will be constructed by General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego. The ship is expected to be delivered to the Navy in 2019.

Skin-To-Skin from page 1

Once the fuel line was replaced aboard Laramie, and the system was tested for compromise, Gianella pumped 10,000 gallons of fuel to the fleet oiler.

This evolution marked the first time the U.S. Navy has transferred fuel between these two classes of ships using a standard commercial fuel hose, said Douglas.

"The commercial maritime industry has been conducting fuel lightering operations for several years," said Capt. William Wiggins, USNS Laramie's master. "Prior to today, MSC had never performed this type of operation with a fleet oiler."

Once the fuel transfer was complete, the mariners aboard Gianella retrieved the 12-inch fueling line and secured it.

"We wanted to prove that our ships could perform this type of fuel transfer and begin to build our technical knowledge for application to potential future endeavors," said Wiggins.

After the fuel transfer was complete, the mariners retrieved the mooring lines and the two ships moved apart and sailed away.

The fuel tanker USNS Lawrence H. Gianella is crewed by approximately 30 civilian contract mariners and is used by the U.S. Navy to deliver petroleum products to Department of Defense storage and distribution facilities worldwide.

The fleet replenishment oiler USNS Laramie is crewed by approximately 70 civil service mariners and provides underway replenishment at sea of fuel, fleet cargo and stores to U.S. Navy and allied ships.

USNS Brittin from page 3

The Brittin is one of the largest ships in the MSC fleet and the first to arrive in Puerto Rico bringing a large shipment of power-generation capabilities, including bucket trucks, which will be used to restore the power grid across the island.

Working alongside FEMA, USACE and the DoD, were stevedores, local dockworkers hired to unload the vessel in a safe and timely manner.

"This was a port that hasn't been operational for over 10 years so this is bringing jobs back to Ponce as well as bringing power," said Dunning. "It's an awesome opportunity for the local community to be a part of this humanitarian disaster relief mission."

While at the port, Soldiers were given an opportunity to deliver 18 pallets of water to the city of Jayuya, a community still without power or access to clean water.

"It was really an eye-opening experience for my Soldiers to see just how much the people of Puerto Rico are still struggling, and how much they appreciate the help and support we are providing," said Staff Sgt. Eliezer Casas, 690th RPOE, 832nd Trans. Bn., 597th Trans. Bde. distribution yard NCO in charge. "One of the ladies we gave water to hugged one of my Soldiers while she cried and told him 'thank you' in Spanish -- he started crying too because it touched his heart."

Soldiers from the 597th will stay at the port once the Brittin leaves, unloading other vessels as they arrive over the coming days. The Brittin will travel several more times throughout November and December between Joint Base Charleston, South Carolina, and Puerto Rico with additional generators, power poles and other supplies necessary to help those on the island still struggling without power or regular access to food and clean water.

ANYDAY

A SA-330 Puma helicopter, assigned to the dry cargo and ammunition ship USNS Amelia Earhart (T-AKE 6) drops off cargo on the flight deck of the aircraft carrier USS Theodore Roosevelt (CVN 71). (U.S. Navy photo by Mass Communication Specialist 3rd Class Spencer Roberts)

Military Sealift Command's dry cargo ammunition ship USNS Medgar Evers (T-AKE 13) pulls into Naval Station Norfolk, Nov. 14. Medgar Evers returned to Virginia to complete its overseas deployment in support of U.S. Navy and allied forces operating in the U.S. Sixth Fleet's area of responsibility. (U.S. Navy photograph by Bill Mesta)

NEXT ISSUE: HISTORIC UNREP

SEALIFT

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