MSC

SEALIFT

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

February 2018 ISSUE

The aircraft carrier USS Gerald R. Ford (CVN 78) pulls alongside USNS William McLean (T-AKE 12) during a replenishment-at-sea. Ford is currently underway conducting test and evaluation operations. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Kristopher Ruiz)

USS GERALD R. FORD PERFORMS FIRST UNREP

By Bill Mesta, Military Sealift Command Public Affairs

USS Gerald R. Ford (CVN 78) safely completed its first underway replenishment (UNREP) to include the transfer of 16,000 gallons of JP-5 from USNS William McLean (T-AKE 12). Ford is underway conducting test and evaluation operations.

During an UNREP, supplies such as fuel, ammunition and food are sent across cables from another ship.

"An UNREP is when we refuel and replenish the ship," said Chief Boatswain's Mate Robert Shirley. "That's how we get supplies when we're out to sea for long periods of time."

The number of times an UNREP can occur while out to sea varies on the mission of the ship, said Boatswain's Mate 2nd Class Christopher Joseph. With Ford being a brand new, first-in-class aircraft carrier, Sailors from the Deck department were anxiously anticipating the experience first-hand as Ford pulled alongside McLean.

"This is our first time doing this," said Boatswain's Mate Seaman Chauncey Cram. "I've been waiting a long time to do an UNREP, and I'm pretty excited." The importance of this evolution is well understood by deck department Sailors.

"This is one of the most important qualifications we need for the ship," Joseph said.

Various factors are also considered in preparation for an UNREP to ensure the conditions support a successful evolution.

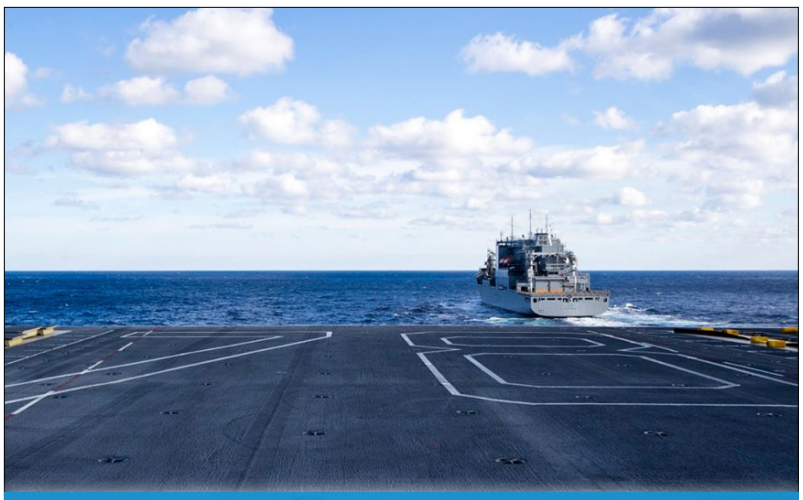
"There is a lot that goes into it that people don't realize," said Shirley. "Outside of rigging my stations and doing maintenance, which is the part I own, we (as a ship) also have to reach out and figure out the coordinates to be at and figure out the weather. It's all about on-time execution and being on the same page."

Safety is always a priority in any evolution, and recognizing the dangers and preparing for the worst is key.

"Several things could go wrong during an UNREP," said Shirley. "This is probably the most dangerous evolution that Deck department does; it's two ships side-by-side going through the water hooked up by tension wire. There's always a danger. We can't get rid of all of the danger, but we mitigate it the best we can."

Capt. Richard C. McCormack, Ford's commanding officer, expressed his gratitude towards his Sailors for executing a safe and successful UNREP.

"Today was a significant day for the ship and our crew," said McCormack. "This is an important milestone in the life of the ship and I could not be more proud of how the team came together to make today's UNREP a success."



The aircraft carrier USS Gerald R. Ford (CVN 78) pulls alongside USNS William McLean (T-AKE 12) during a replenishment-at-sea. Ford is currently underway conducting test and evaluation operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Cathrine Mae O. Campbell)

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OWNERSHIP, LEADERSHIP PROMOTION BOARD

From Commander,
Military Sealift Command

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.

Leadership Promotion Board

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.

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

Happy New Year!

By Third Officer Robert F. Darnell, USNS Trenton

It's New Year's morning and the crew is asleep,
But the Mate and AB have a duty to keep.
We take refuge in any nook we can find.
The Med this winter has been truly unkind.

This cat may be the fastest in the fleet,
But she doesn't ride well in seas of three feet.
The seas abeam will cause such a clatter,
The master from below will call "What's the matter?"

The bird is up and flying so high.
No one below can spot it by eye.
We find a course to catch it when they say it's time.
Off our starboard it's caught, just by a line.

The bird is safe and we head back to the west.
This watch has been busy and we're ready for rest.
The mate twists the ship as this leg comes to an end.
Smartly she goes and around she bends.

One more tack and two more jives
We can do this all on just two jet drives.
Stay in this box, go here and go there.
We can do it all, just tell us when and where.

The crew is ready for some beer and wine.
We celebrated the holidays away this time.
Our family's miss us and talk can be cheap,
But the Mate and the AB have a duty to keep.

9TH EXPEDITIONARY FAST TRANSPORT LATEST ARRIVAL IN HIGHLY-ADAPTABLE SHIP CLASS

By Matthew Montgomery, Military Sealift Command Europe, Africa

Later this month USNS City of Bismarck (T-EPF 9) will join the fleet as part of a class of ships that is quickly becoming recognized as adaptable and innovative. As the world's oceans become more heavily trafficked and more contested, this adaptability and innovation will be meeting our Navy's future requirements and missions.

USNS City of Bismarck will be the ninth of 12 EPFs. As one of the Navy's newest ship classes, the non-combatant EPFs provide warfighters with a ship that can be configured and reconfigured to take on any number of missions from its transport mission, to quickly delivering Marines and their equipment to the battlefield, to providing a low-cost intelligence, surveillance, and reconnaissance (ISR) capability. This also allows fleet commanders the luxury of freeing up combatant vessels such as destroyers and amphibious ships to focus on their primary mission: fighting and winning America's wars.

EPFs are Adaptable and Flexible

Adaptable and flexible, EPFs are designed to operate in austere ports and waterways and are capable of supporting a wide variety of missions ranging from the transport of containerized portable hospitals, tanks and troops, to time-critical support for humanitarian assistance/disaster relief operations.

All EPFs are 338-foot-long aluminum catamarans, complete with a 20,000-square-foot mission bay area that reconfigures quickly through the use of Adaptive Force Packages (AFP). These ships feature a flight deck capable of landing a CH-53 helicopter, a slewing stern ramp for vehicle access to the mission deck and seating for 312 passengers. All EPFs are designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots. EPFs have a crew of 26 civil service mariners, with airline-style seating for 312 embarked troops and fixed berthing for an additional 104 military personnel.

Because of EPF's high speed and reconfigurable design, commanders are continuing to identity innovative ways to operate these unique ships.

EPFs Support Commanders Worldwide

Some of the EPF's more recent accomplishments include:

•**Maintaining Forward Presence.** EPFs not only conduct theater security cooperation efforts, but also support maritime security operations and their forward presence provides instant response in a crisis. EPF's routinely support TSC through participation in Africa Partnership Station, exercise Balikatan, exercise Cobra Gold, Continuing Promise, Pacific Partnership, and Southern Partnership Station, to name a few. USNS Choctaw County (T-EPF 2) continues to provide logistical services in the Middle East while USNS Trenton (T-EPF 5) and USNS Carson City (T-EPF 7) are supporting maritime security operations in the Mediterranean Sea and Atlantic Ocean.

•**Humanitarian Assistance/Disaster Response.** While deployed in support of Southern Partnership Station 2017, USNS Spearhead (T-EPF 1) was called upon to support disaster response efforts following Hurricane Irma's destruction in the Caribbean. USNS Millinocket (T-EPF 3) along with the hospital ship USNS Mercy (T-AH 19) deployed providing humanitarian assistance in support of Pacific Partnership 2015.

•**Counter-Illicit Trafficking Detection and Monitoring.** USNS Spearhead (T-EPF 1) also performed detection and monitoring patrols in the U.S. Southern Command area of responsibility, providing Joint Interagency Task Force South and the U.S. Coast Guard with additional patrol for drug trafficking.

•**Global Support.** EPFs are already supporting commanders worldwide with additional ships to be delivered in the coming years:

USNS Spearhead (T-EPF 1) Atlantic

USNS Choctaw County (T-EPF 2) Arabian Gulf

USNS Millinocket (T-EPF 3) Western Pacific

USNS Fall River (T-EPF 4) Western Pacific

USNS Trenton (T-EPF 5) Atlantic/Mediterranean

USNS Brunswick (T-EPF 6) Western Pacific

USNS Carson City (T-EPF 7) Atlantic/Mediterranean

USNS Yuma (T-EPF 8) Mediterranean

USNS City of Bismarck (T-EPF 9) delivered to MSC December 2017)

USNS Burlington (T-EPF 10) (under construction; expected delivery July 2018) Atlantic

USNS Puerto Rico (T-EPF 11) (programmed; expected delivery in March 2019) Central/Western Pacific

T-EPF 12 (To Be Named) (programmed; expected delivery September 2019) Area of Operations TBD

Once delivered to MSC, USNS City of Bismarck is scheduled to head to Joint Expeditionary Base Little Creek-Fort Story for additional certifications prior to being deployed to the Pacific.

MILLINOCKET MARINERS GIVE BACK IN SUBIC BAY

Civil service mariners attached to Military Sealift Command's expeditionary fast transport USNS Millinocket (T-EPF 3) move supplies during a community relations mission in Subic Bay. (Courtesy photograph)

By Military Sealift Command Public Affairs

Civil service mariners attached to Military Sealift Command's expeditionary fast transport USNS Millinocket (T-EPF 3) gave back to the community by volunteering to transport supplies provided by the U.S. Navy's Project Handclasp program to a local non-profit burn clinic for children in Subic Bay, Triple B Care Projects, Inc., Dec. 8.

Triple B Care Projects, Inc. is run by Ms. Val Smith-Orr, a registered Australian nurse volunteering in the Philippines. Her work is primarily operating and caring for children with burns and cleft palates.

"During periods of extended port stay like the Millinocket is currently in, the crew is encouraged to participate in community relations projects if they are able to make time during their busy workdays," said Capt. Todd R. Kutkiewicz, the Millinocket's master. "As the Christmas season approaches, this is a particularly special time of year to give back."

"The crew often finds joy in giving their time and resources to the local community, especially when they are unable to be home with their loved ones during the holidays," added Kutkiewicz. "Crew members have been actively finding ways to give back to the community, some on their own, and some as participants in locally organized charitable giving and philanthropy."

According to Kutkiewicz, the community relations project was a success as Ms. Smith-Orr was able to meet Millinocket's crew members and receive much needed supplies to help her continue running her clinic."

"There were no children in treatment at the time of our visit," added Kutkiewicz. "However we were able to see her facility and gain better awareness for the amazing work being done there."

Millinocket is operated by a crew of 26 civil service mariners.

According to Kutkiewicz, "Millinocket's crew is responsible for the navigation and maneuvering of the vessel, safety of life at sea compliance for all embarked passengers, proper loading, stowage, and lashing of all cargo, all engineering systems operation and maintenance, all food services from the galley, and the upkeep and maintenance of all communication equipment."

Millinocket is an expeditionary fast transport vessel, designed for high-speed, shallow draft, rapid intra-theater transport of medium-sized cargo payloads and was in Subic Bay for a routine voyage maintenance period.

"Local philanthropists gave of their time and resources selflessly to make Christmas in Subic Bay happen for many, but they couldn't do it alone and we were proud to help," concluded Kutkiewicz.

U.S., FRENCH FORCES FORTIFY LONGSTANDING PARTNERSHIP DURING ALLIGATOR DAGGER

By Naval Amphibious Force, Task Force 51/5, 5th Marine Expeditionary Brigade, Office of Public Affairs

Civilian mariners stationed aboard USS Lewis B. Puller (ESB 3) conduct training with a French roll-on/roll-off catamaran landing craft while deployed in support of Alligator Dagger. (U.S. Navy photograph by Culinary Specialist 3rd Class Cedric Ceballos)

The French navy Mistral-class amphibious assault ship LHD Tonnerre (L9014), with embarked U.S. Marines and Sailors from the 15th Marine Expeditionary Unit and Naval Amphibious Force, Task Force 51/5th Marine Expeditionary Brigade, and the USS Lewis B. Puller (T-ESB 3) rehearsed amphibious operations and combat sustainment in the vicinity of Djibouti during Alligator Dagger, Dec. 12-21.

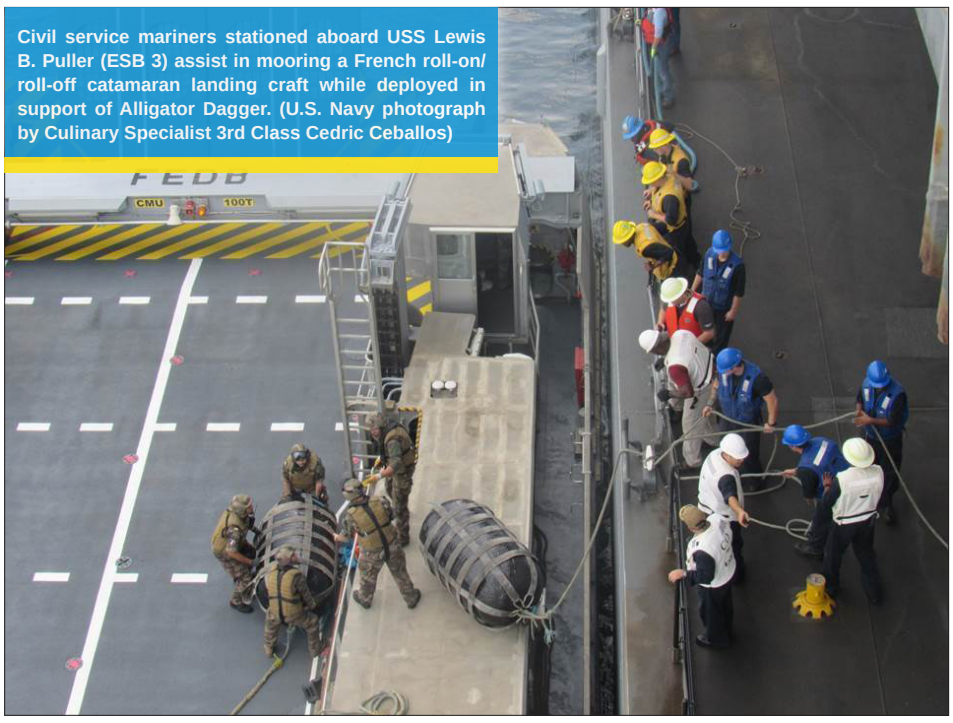
This iteration of Alligator Dagger marked the first time where this recurring U.S. training exercise was expanded to include French military partners participating in both the at sea and ashore evolutions.

Approximately 1,000 U.S. and French troops trained together during the exercise to hone critical skill sets that are essential to ensuring regional stability, freedom of navigation and the free flow of commerce in this dynamic and challenging environment. The exercise continued the close cooperation between the U.S. and French Forces deployed on Tonnerre and to rehearse possible contingency operations to provide a highly ready and capable force for crisis response and combat operations.

"As the only standing, forward deployed and fully integrated Navy/Marine Corps command, TF 51/5 prides itself in its ability to synchronize forces afloat and ashore to provide immediate and robust crisis response options to the U.S. Central Command and the National Command Authority," said Col. Howard Hall, TF 51/5's director of operations. "While naval integration is the foundation of TF 51/5's effectiveness and success, partnering with French land and maritime forces in Alligator Dagger represents both a manifestation and expansion of naval integration to include our partners and allies. Combating transregional threats requires multi-domain and multi-national solutions."

The bilateral engagements focused on noncombatant evacuation operations; amphibious assaults; helicopter-borne raids; visit, board, search and seizure operations; air strikes; defense of the amphibious task force; integrated ground-and-air fires; tactical recovery of personnel; ground reconnaissance; medical casualty evacuations; combat marksmanship and quick reaction force and casualty evacuation rehearsals.

Alligator Dagger is the largest regional amphibious exercise to integrate and synchronize TF 51/5's warfighting capabilities with those of adjacent U.S. Naval Forces Special Operations Forces units to ensure they are postured and prepared to execute operations at sea, from the sea and ashore. The two-week combat rehearsal, launched from international waters off the coast of Djibouti and executed on land in the vicinity of Arta Beach, is synchronized with each incoming TF 51/5's subordinate vessel's entry into the U.S. 5th Fleet.



Civil service mariners stationed aboard USS Lewis B. Puller (ESB 3) assist in mooring a French roll-on/roll-off catamaran landing craft while deployed in support of Alligator Dagger. (U.S. Navy photograph by Culinary Specialist 3rd Class Cedric Ceballos)

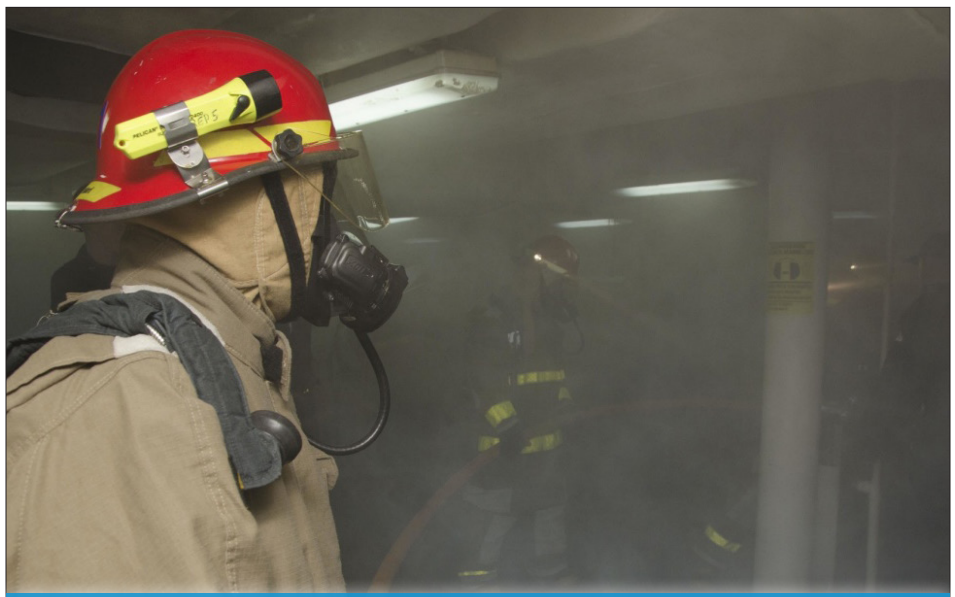
FRANK CABLE FOCUSES ON BATTLE RHYTHM DURING FAST CRUISE

By Mass Communication Specialist 3rd Class Alana Langdon, USS Frank Cable Public Affairs

The crew of the submarine tender USS Frank Cable (AS 40) conducted a fast-cruise training exercise while in Portland, Oregon, Dec. 18.

A fast cruise simulates being underway, and is designed to prepare the crew for an operational mindset.

Frank Cable pulled into Vigor Industrial Shipyard, Portland April 7, for a planned maintenance and repair period to preserve the hull and engineering areas of the ship.



Sailors and Military Sealift Command civilian mariners assigned to the submarine tender USS Frank Cable (AS 40), combat a simulated fire in the ship™s laundry room during a damage control training team exercise, Dec. 18. (U.S. Navy photo by Mass Communication Specialist 3rd Class Heather C. Wamsley)

"A focus change toward being underway is what our ship needs," said Command Master Chief Wade Tandberg. "Fast cruise helps us hold important damage control and safety training and find our battle rhythm."

Frank Cable's blended crew of Military Sealift Command civilian mariners and Sailors, simulated combating class-alfa fires, and abandon ship drills and learning how to don emergency-overboard suits were all-hands evolutions that tested the proficiency of the entire crew.

"Fast cruise is meant to identify training shortfalls, reintegrate as a blended team and prepare ourselves for an underway," said Cmdr. Tony Pecoraro, Frank Cable's executive officer. "Though we still have areas to improve, I'm pleased with our crew's enthusiasm and level of knowledge. Based on their enthusiasm and willingness to work together, I know we will keep improving."

Despite differences in each organization's standards, Frank Cable must integrate MSC and Navy-style damage control and general operations to respond quickly and effectively to shipboard casualties.

"Having young, capable crews is one of the Navy's greatest strengths," said Tandberg. "Most of our Sailors are young, but that also means this crew is full of energy and hungry to learn."

The entire crew has spent the last eight months focusing on Frank Cable's maintenance and watch-standing needs, but as repairs at Vigor Industrial wrap-up, the mission changes seaward.

"I'm really excited how we were able to recover from the yard period with material conditions, repairs and ship cleanliness," said Pecoraro. "I can't wait to take over as lead maintenance activity and be able to showcase the ship's ability to conduct her mission of keeping 5th Fleet and 7th Fleet vessels ready for the fight."

USNS TRENTON COMPLETES CLEANUP IN GREECE

By Military Sealift Command Europe Public Affairs

The military detachment (MILDET) aboard the USNS Trenton (T-EPF 5) participated in humanitarian relief and cleanup efforts in Mandra, Greece, one month after deadly floods resulted in 19 casualties and caused wide-spread damage across the region.

"I'm proud of my Sailors that participated," said Navy Cmdr. Daniel Mirelez, USNS Trenton MILDET officer in charge. "Having lived through Katrina, and taking over four feet of water in my house, it was reminiscent of the catastrophic post-damage recovery. You could read the agony on the faces of the locals. They have a long way to go but I felt our small contribution provided hope and momentum to keep them moving forward."

The November flooding in Mandra moved vehicles, displaced large debris, damaged the walls and roofing of homes and crippled infrastructure. In addition to the 19 deaths, many people were injured and left homeless.

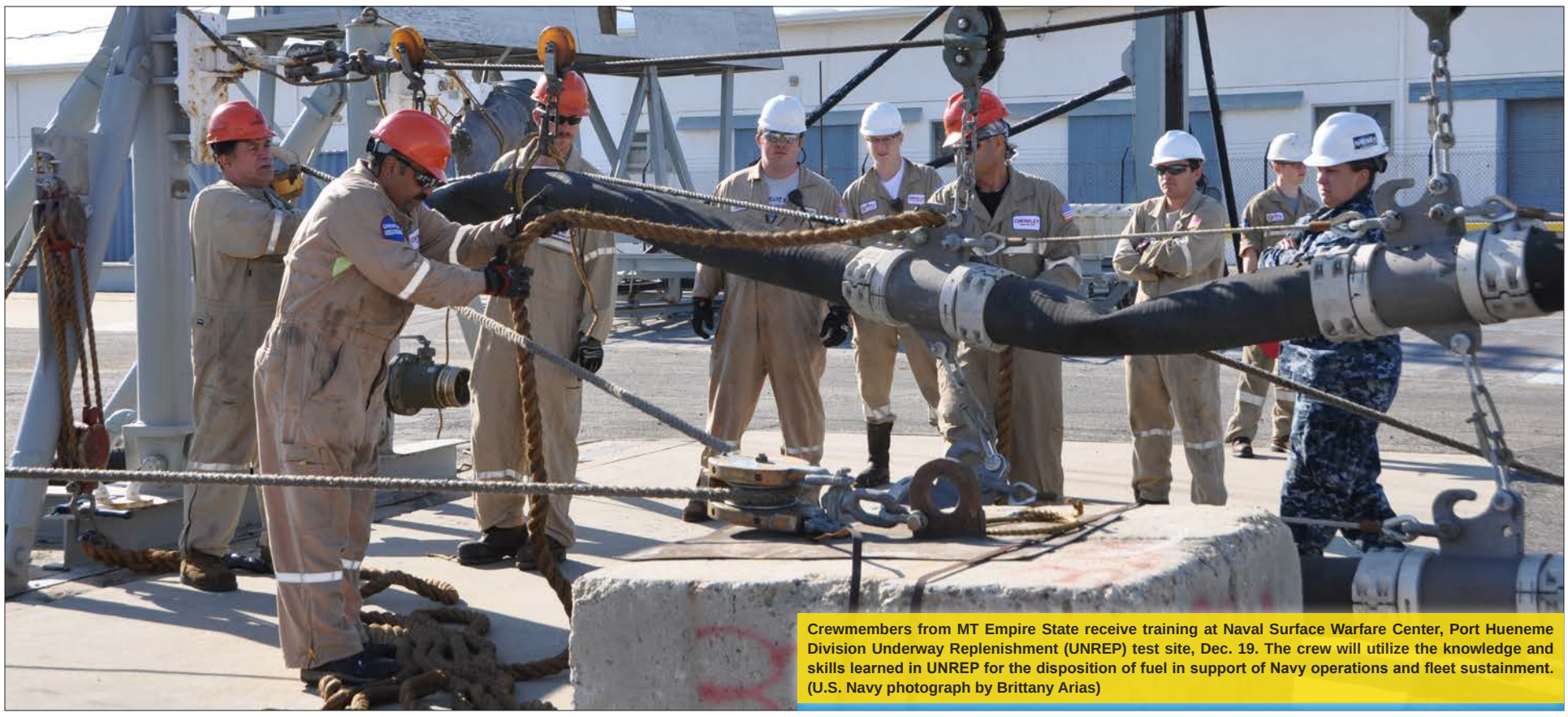
After more than a month of recovery efforts, the area is still trying to deal with the aftermath and seeking volunteers for multiple cleanup projects. The MILDET from Trenton decided to focus their efforts on helping cleanup a local cemetery left cluttered with debris and trash. During the day, Sailors cleared pathways throughout the cemetery groves that were too narrow for heavy machinery to access and clear.

Trenton is a Military Sealift Command (MSC) spearhead-class expeditionary fast transport vessel and is augmented with an adaptive force package (AFP) comprised of U.S. Navy Military Det. personnel and equipment, known as a MILDET.

The MILDET helps foster theater security cooperation, preserve freedom of the seas, and promote peace and regional stability. Trenton is currently assigned to Commander Naval Forces Europe-Africa (CNE-CNA), and operates in the U.S. Navy's 6th Fleet Area of Operations (AOO).

Members of the military detachment (MILDET) aboard the USNS Trenton (T-EPF 5) use a wheelbarrow to move roots and other displaced debris during humanitarian relief and cleanup efforts in Mandra, Greece. (U.S. Navy photograph by Matthew Montgomery)

EMPIRE STATE CREW VISITS UNDERWAY REPLENISHMENT TEST SITE FOR TRAINING



Crewmembers from MT Empire State receive training at Naval Surface Warfare Center, Port Hueneme Division Underway Replenishment (UNREP) test site, Dec. 19. The crew will utilize the knowledge and skills learned in UNREP for the disposition of fuel in support of Navy operations and fleet sustainment. (U.S. Navy photograph by Brittany Arias)

By J.W. Marcum, Naval Surface Warfare Center, Port Hueneme Division

Personnel from Naval Surface Warfare Center Port Hueneme Division's (NSWC PHD) Underway Replenishment (UNREP) test site welcomed the crew of MT Empire State for training, Dec. 19.

"We're giving them step-by-step training on everything they need to know to properly complete an UNREP," said Chief Petty Officer Brandon Orr. "It will benefit them because it's hands-on, we can slow down or stop if needed and give them in-depth insight on every facet of this evolution and the crew will be able to pass on this knowledge."

During the training, the crew learned how to successfully attach a Robb Coupling assembly for fuel lines, practiced hands-on rigging and identified safety hazards and emergency procedures.

"The benefit is the crew gets a little more experience doing UNREPs and we're able to complete the operation a little faster and keep everyone safe and trained up," said the ship's Master, Henry Wallace. "It makes us better and safer during the whole operation."

"I think that it's great to get the ship in here for training any opportunity that we can," said Military Sealift Command Action Officer Marissa Strawbridge.

The Empire State, owned and operated by Crowley Maritime Corporation, is a long-term MSC charter tanker that services the fleet by providing refined petroleum products and delivery to Department of Defense storage and distribution facilities worldwide. The ship has a cargo-carrying capacity of 320,000 barrels.

Tankers such as the Empire State offer necessary sustainment capabilities at sea.

"It gives the fleet options on refueling their capacity for the warfighter," said MSC Program Analyst and Contracting Officer, Johnny Horton. Horton facilitates the procurement of Defense Logistics Agency fuels for the ship.

NSWC PHD recently hosted a centennial celebration of UNREP in May 2017. The process of UNREP dates back to 1917 when the nation was in the midst of World War I and new fuel replenishment methods were needed to ensure the Navy's destroyers could survive longer passages. Now, UNREP systems are installed aboard every surface ship in the Navy.

UNREP involves the transfer of all consumables from supply ships to customer ships while both are underway. Items such as fuel, food, ammunition, repair parts, and personnel are routinely transferred at sea. NSWC PHD's responsibility is to ensure the Navy's UNREP systems work when needed and performs as planned.

As the Navy's only fully equipped and operational UNREP test site, NSWC PHD has provided UNREP engineering services to the fleet since 1963. The NSWC PHD team of experts are the fleet's full-service UNREP and In-Service Engineering Agents, maintaining crucial capabilities that permit the U.S. Navy to remain at sea for as long as necessary.

A PINCH HERE AND A DAB THERE: FRANK CABLE'S NEW CHIEF STEWARD TURNS UP THE HEAT

By Petty Officer 3rd Class Josh Cote, USS Frank Cable

After living in hotels for more than half a year, Sailors aboard the submarine tender USS Frank Cable (AS 40), were a little weary about moving back aboard. During our stay here in the Rose City, Sailors enjoyed the many unique and delicious restaurants Portland has to offer. You could say that our palates had become a little bit more refined. And Aggie Jackson would agree. "That's good to hear."

But who is Aggie Jackson? The nice lady we see daily on the mess decks, watching over the line? That smiling face, who talks to you with southern charm, is Military Sealift Command's new Chief Steward, the lady who is guiding her staff in raising the bar.

The Chief Steward's primary function is to assure that aboard food service operations are properly planned, and meet the highest standards of preparation, production and presentation. Jackson has met all of that and has pushed her staff to higher levels. On top of that, she needs to oversee the preparation of up to 3,300 meals per day.

Ship's Master Capt. Todd Christian said that he sought her out because of her excellent reputation on her previous ship, a reputation of delivering a quality product.

"The Chief Steward assigned to this vessel must have the knowledge, skills and abilities to manage one of the largest food services in MSC," said Christian. "Since coming aboard in September, she has continually provided excellent food and customer service to the officers and crew, exceeding all expectations."

Even with 25 years of food service experience and being a certified dietary manager, that wasn't enough for MSC to qualify her as a Chief Steward. Jackson started as a supply utilityman and worked her way up from there.

Military Sealift Command civilian mariner Chief Steward Aggie Jackson poses for a photo in the galley aboard the submarine tender USS Frank Cable (AS 40), Nov. 14. Frank Cable, currently in Portland, Ore. for a scheduled dry-dock phase maintenance availability, conducts maintenance and support of submarines and surface vessels in the Indo-Asia-Pacific region. (U.S. Navy photograph by Mass Communication Specialist Seaman Heather C. Wamsley)

Military Sealift Command civilian mariner Chief Steward Aggie Jackson looks on as members of her staff prepare lunch in the galley aboard the submarine tender USS Frank Cable (AS 40), Nov. 14. (U.S. Navy photograph by Mass Communication Specialist Seaman Heather C. Wamsley)

"I didn't learn how to cook with MSC," said Jackson. "I came here already knowing how to cook."

Jackson's love affair with food isn't recent. Her passion began at a much younger age in her native Virginia Beach, Virginia.

"When I was a young child at the age of nine I started in my mother's kitchen by standing by her side," said Jackson. "I used to mimic everything she did. A pinch here, a dab there, and a taste and another pinch if needed. She was a dictionary of food service and could cook anything."

That, 'pinch if needed' has made her a hit across the mess decks. From her first meal served, Sailors have been raving about how much she cares about the quality of the food, and the satisfaction of the crew.

"There hasn't been a meal yet that I didn't want to eat," said Machinery Repairman 3rd Class Joel Burris. "You can tell she actually cares about us, it seems like she actually reads the comment cards that we fill out. I really like that we actually have an opinion on what we eat here now."

"I have done nothing special here," said Jackson. "Don't tell me that the food is good. I'm not the cook. Tell the cook. I am not the one who is making the decks look nice; tell the one who cleans it. I can't take credit for something that someone else is doing. All I can take credit for is putting the right person where they need to be."

Jackson's knowledge of food didn't just come from her mother and books; it's something she learned over time.

"My knowledge of food comes from different people in my life from all parts of the world," said Jackson. "Curiosity of different foods and different favors has driven my knowledge to create."

Although she has been on many ships within MSC, Cable is her first 'USS' Navy command, and she is up to the challenge.

"Frank Cable is a challenge, but a challenge that I like," said Jackson. "A demanding of a task that cause for special effort and dedication is something that makes me thrive at making the USS Frank Cable be the best that it can be."

While Portland has many great dining options, Ms. Jackson has stepped up to the game of the galley by providing meals the crew is staying here for rather than going out in town to eat.

"I'm glad the crew is enjoying the food," said Jackson. "I have some more surprises in store. Just wait, honey. Just wait."

We'll keep waiting Ms. Jackson. We'll keep waiting.

For More Information About
Military Sealift Command
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MSC LEADERS GRADUATE FROM FIRST 'TEAM U'

By Military Sealift Command Public Affairs

Military Sealift Command senior shore and afloat leaders recently graduated from the pilot offering of 'Team U' aboard Naval Station Norfolk.

'Team U' is a three-day, in-house leadership training opportunity for both sea-based and shore-based senior level MSC managers.

"'Team U' was implemented so that senior level MSC leadership could receive training and guidance from the MSC staff, so that our leaders could learn from our leaders," said Mike Kishbaugh, MSC's workforce development and human capital division director for the Human Resource Office and overall coordinator for 'Team U'."

"Developing leaders and providing leadership training is always a positive effort for an institution," added Kishbaugh. "One should never stop learning, especially when it comes to management and leadership styles and the challenges faced by leaders in our workforce. So, 'Team 'U' provides an opportunity to further develop the people who manage MSC."

The initial iterations of 'Team U' will be attended by GS-14s and GS-15s from the shore support staff and afloat leadership including ship's masters, chief engineers, first assistant engineers and the chiefs mates.

"The morning session on day one of the course was an overview of 'Team U' which was presented by Rear Adm. Dee Mewbourne, Commander, Military Sealift Command, and the command's Executive Director Steve Cade," according to Kishbaugh. "Rear Adm. Mewbourne then presented the attendees with his integrity brief."

The first day also included an afternoon session with Deloitte Consulting who provided students with a personality assessment called 'Business Chemistry®.'

"The second day of 'Team U' consisted of multiple panel discussions focused on diversity and leadership styles," said Kishbaugh. "There was also a guest speaker on day two and students received training on the Sexual Assault Prevention Response and Equal Employment Opportunity programs."

Graduates from the first offering of Military Sealift Command's Team 'U' pose for a photograph. (U.S. photograph by Jennifer Hunt)

Day three began with a guest speaker and MSC senior executives provided training on mentoring and ethics.

"We closed out 'Team U' with a full afternoon project called Capstone where students were divided into teams and those teams were challenged to produce strengths and weaknesses for a hypothetical scenario directly dealing with MSC and the four pillars of the 'Voyage Plan'," said Kishbaugh. The 'Voyage Plan' is MSC's vision for the moving forward and its pillars are people, platforms, processes and partners.

"The first 'Team U' was very successful and the presentations and topics covered were very well received," concluded Kishbaugh.

For senior MSC leadership interested in learning more about 'Team U' please contact Mike Kishbaugh at michael.kishbaugh@navy.mil

MILITARY SEALIFT COMMAND'S USNS PECOS DELIVERS PROJECT HANDCLASP TO THAI KIDS

By Grady Fontana, Military Sealift Command Far East

Military Sealift Command (MSC) fleet replenishment oiler USNS Pecos (T-AO 197) recently transported about two tons of U.S. Navy Project Handclasp humanitarian items from Singapore to Thailand that supported four community relations (COMREL) events at local organizations here.

The COMRELS were part of continuing efforts by MSC to build lasting friendships with the local community that surrounds the shipyard that is frequented by MSC vessels. Many of the students of the local schools here are children of shipyard workers.

MSC Far East Chaplain Glen Kitzman, a lieutenant commander in the Navy, and Peter Thorand, the tireless 72-year-young president of the Navy League Siam Council, organized the events.

The COMRELS took place at separate locations during four consecutive days from Dec. 13 to 16: the Hippo Center in Sriracha, a center for autistic children, which is managed by Royal Thai Marines; Chonburi School for the Deaf in Chonburi Province; Nikom 3 primary school in Rayong; and Map Yang Ra Hong primary school in Chantaburi.

The USNS Pecos is currently in Sriracha undergoing routing voyage repairs. The vessel departed from Singapore and Kitzman used opportune sealift to transport the gear from there.

Chaplain Lt. Cmdr. Glen Kitzman, Military Sealift Command Far East out of Singapore, right, and Lt. Peter Johnson from the Tactical Operations Center in Kadena Air Base at Okinawa, Japan, unpack a sewing machine that was part of U.S. Navy Project Handclasp during a community relations event at Map Yang Ra Hong primary school in Chantaburi, Dec. 16. (U.S. Navy photograph by Grady T. Fontana)

Kitzman manages the distribution of Project Handclasp materials during his assignment to MSC Far East.

"When I came to Singapore about four years ago there were approximately 80 to 100 pallets of Handclasp material that was sitting in the warehouse in Singapore," said Kitzman. "So I thought, why are we not using this material? We have the lift capability. The ships come right here to Singapore and all we have to do is load it to one of our ships that is bound for various locations in the region."

Members of USNS Pecos participated in two COMRELS, while members of Patrol Squadron 8, a U.S. Navy land-based patrol squadron stationed at Naval Air Station Jacksonville, Fla., and deployed to Okinawa, Japan, participated in another. Both organizations interacted with the children and distributed Project Handclasp items.

"The gifts that we give to them open the door of opportunity for conversations," said Kitzman. "You often saw a group of kids around our civilian mariners (CIVMARS). It helps the kids reinforce their English skills and there is certainly some value to that—it can help them in their careers moving forward."

Several students huddled around the mariners while the civmars talked with them and encourage them to keep up with their English language skills.

In Chonburi School for the Deaf, CIVMARS from the Pecos showed the kids video clips of an underway replenishment in action.

"At the School for the Deaf, we were asked 'what do you guys do?' Instead of just saying 'manning the pumps' I thought it was a better idea to show them a video," said CIVMAR Edward Andrada, a boatswain mate aboard the USNS Pecos and 8-year MSC veteran. "At the Nikom 3 School in Rayong, we delivered project handclasp material: hygiene, medical items, and a sewing machine kit."

In addition to the commonly found items in the Project Handclasp inventory, the gear included a sewing machine kit, which consisted of a self-powered sewing machine, various patterns for practicing sewing, and several boxes of cloth remnants.

The sewing machine kit included the stand, desk and tabletop, and the sewing machine.

USNS Pecos, continued on page 8

USNS Pecos, Continued from page 7

"Every COMREL had a sewing machine," said Chaplain Kitzman. "The school principal told me that they have a home economics class that the sewing machine would be used in and the children would learn at a young age how to properly sew materials and how that skill could translate into future opportunities—not only personally but maybe occupationally, if that's what they chose."

This was the first COMREL for Jeff Stanley, who is new to MSC and an ordinary seaman with the Pecos.

"It was very interesting watching the kids despite their challenges they are still able to maintain a positive attitude. At the School for the Deaf, they were very hospitable," said Stanley. "We assembled the sewing machine kit with eight civilian mariners and interacted with the children through songs and sign language demonstrations. We sang songs with each other in native languages and had lunch with the staff members."

The latest rounds of COMRELs here mark the last stock of Project Handclasp materials from Singapore. The warehouse in Singapore is now empty. However, the gestures of goodwill continue for the MSC fleet of mariners.

MSC operates approximately 120 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

ANYDAY

The submarine tender USS Frank Cable (AS 40) departs Joint Base Pearl Harbor-Hickam. Frank Cable, forward-deployed to Guam, repairs, rearms and reprovisions deployed U.S. Naval Forces in the Indo-Asia-Pacific region. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alana Langdon)

Sailors handle a phone and distance line on the flight deck of the aircraft carrier USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea with the fleet replenishment oiler USNS John Lenthall (T-AO 189). (U.S. Navy photograph by Mass Communication Specialist 3rd Class Alex Corona)

The command ship USS Mount Whitney (LCC 20), flag ship of U.S. 6th Fleet area of operations, at its forward-deployed port in Gaeta, Italy Dec. 9, 2017. (U.S. Navy photograph by Interior Communications Electrician Petty Officer 3rd Class Rebeca Gibson)

NEXT ISSUE: FRANK CABLE AT 40 YEARS

SEALIFT

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