MSC

SEALIFT

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

September 2018 ISSUE

A U.S. Navy MH 60 Seahawk lifts dry cargo off the flight deck of Military Sealift Command's dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) during a vertical replenishment at sea, July 18. The resupply evolution took place as part of Rim of the Pacific (RIMPAC) 2018. (U.S. Navy photo by Bill Mesta)

MILITARY SEALIFT COMMAND PARTICIPATES IN 2018 RIM OF THE PACIFIC EXERCISE

By Sarah E. Burford & Bill Mesta, Military Sealift Command Public Affairs

As the eyes of the world focused on Hawaii June 27-Aug. 2, the site of Military Sealift Command's signature yellow, blue, white, black and grey stack stripes told the story; MSC was on station and ready to participate in and support the world's largest, biennial international maritime exercise, Rim of the Pacific, or RIMPAC, providing logistic services to the 46 surface ships from the 25 participating nations, as well as taking part in a humanitarian assistance/disaster recovery scenario, delivering targets for a live fire demonstration and providing reserve support.

The guided missile destroyer USS Preble (DDG 88) pulls alongside the dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) to conduct an underway replenishment at sea, July 17. During the evolution, USNS Carl Brashear delivered mission critical equipment to USS Preble as part of the Rim of the Pacific (RIMPAC) 2018 exercise. (U.S. Navy photo by Bill Mesta)

Military Sealift Command combat logistic fleet ships provided logistical support to 46 surface ships from 25 nations participating in RIMPAC 2018. USNS Henry J. Kaiser (T-AO 187), USNS Rappahannock (T-AO 204), USNS Carl Brashear (T-AKE 7) and USNS Charles Drew (T-AKE 10) delivered fuel to power the U.S. Navy and Coast Guard, and foreign navies surface and aviation forces, as well as the stores that sustained the ships' crews during the exercise's underway periods.

According to the Military Sealift Command Pacific Logistics and Operations departments, MSC delivered over 8 million gallons of diesel ship fuel, 4 million gallons of JP5 aviation fuel and 1,130 pallets of food and supplies, over the course of the exercise, during 101 resupply evolutions at sea.

"By providing underway replenishment at-sea, we enable combatant ships to stay on station at sea longer without having to pull into port for re-supply," explained Capt. Stephen Scott, one of two civil service masters who led Brashear during RIMPAC. "During our first evolution we provided replenishment services to seven different ships at once. Five of the ships were U.S. Navy ships and two of the ships were international partners. The partner ships leap frogged into the formation, came along side USNS Carl Brasher, thus demonstrating their ability to maintain the position required to perform underway replenishments at sea."

Over a seven-day period, USNS Sioux delivered two decommissioned Navy ships to the designated target area in preparation for sinking exercises (SINKEX); landing ship-tank Ex-Racine and the guided missile frigate Ex-McClusky.

Preparations for Sioux's mission began months prior to RIMPAC. Items considered contaminants that could compromise sea life or the ocean environment, such as polychlorinated biphenyls (PCBs), transformers and capacitors, trash, floatable materials, mercury or fluorocarbon-containing materials and readily detachable solid PCB items were stripped from the ship leaving nothing more than a shell. Petroleum was

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ANY DAY

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2018 READING LIST, HEADQUARTERS REBALANCE UPDATE, SHIPYARD AND SHIP REPAIR INDUSTRY DAY

From Commander, Military Sealift Command

As detailed in the Voyage Plan and Navigation Track, Military Sealift Command is committed to continuous improvement and innovation. This commitment not only applies to our processes and procedures, but to our professional development as well. This can best be achieved through honing our critical thinking and analysis skills.

To that end, we have finalized the MSC 2018 Reading List. This annual compilation includes reading recommendations on topics of maritime logistics and history, and personal and organizational successes. They reflect the diversity of thought and talent we have throughout MSC.

The MSC 2018 Reading List is posted on the iNavy portal at the Commander's Corner under Commander's Links and on the MSC public website at www.msc.navy.mil. Your supervisor can also provide you a copy of the reading list.

Many titles are available using the Navy MWR OverDrive Collection, sponsored by the Navy General Library Program, which offers over 82,000 titles in e-book and audio book for Department of Navy employees to download for free at their website,

https://navy.libraryreserve.com/10/50/en/Default.htm.

An additional means to access the volumes is to visit your local public library which also has many of the titles included in our reading list. Most public libraries offer a free subscription to an online database of eBooks which allows members to read or listen to books at their convenience on their personal devices.

It is our responsibility as leaders and team members to continue to grow, intellectually challenge ourselves, and to question the status quo. I encourage you to discuss with your teammates the ideas, concepts, and lessons from history you learn through reading books from our reading list and look for ways to use this knowledge to better inform the work we are doing at MSC.

Our intent is to update this list annually so if you come across books you believe would be a good addition don't hesitate to submit those titles to our Public Affairs office for our 2019 list.

Headquarters Rebalance Update

Thank you for your hard work as we continue to execute the plan to re-balance the MSC Headquarters staff, targeted for completion by Sept. 30, 2018.

In May 2017, we started Phase I of the re-balance process by realigning all of the Special Assistants to report directly to the Chief of Staff (N02). Phase II began in September 2017 with the realignment of all ship Program Managers under the Director, Ship Management (DSM). Phase III began in October 2017 with the realignment of the remaining N-code Functional Directors under the Director, Maritime Operations (DMO) and the establishment of the Maritime Operations Center Director and the Director for Afloat Training.

Other significant changes that have occurred during the re-balance process include:

- Creation of Deputy Director positions reporting to the DMO, DSM, and TFM to assist the SES leaders in their significant responsibilities across each directorate;

- Revision to the N1 organizational structure to better align major responsibilities for civilian policy, CIVMAR management, human capital/manpower management, military personnel, and training, in addition to a dedicated business support services branch;

- Creation of Resource Manager (RM) positions for Combat Logistics Force, Transportation Working Capital Fund, and Fleet Support/Special Mission; all responsible to the DSM for force development, resource planning and programming;

- Changes in program management alignment and responsibilities, to include shift of Tanker/Dry Cargo charters to N3/5 under DMO and creation of Adaptive Force Package program manager under DSM; and

- Addition of the Commander's Action Group (CAG) and Taluga Group to the organization chart.

These adjustments will improve efficiency and put balance into the advocacy process across both the functional directorates and program managers. Another benefit of this modification is that our senior leadership will now be able to take a step back from the tactical details of our daily operations in order to look strategically at where the command needs to go in the future.

Since initiating these realignments the leadership team has been conducting a thorough review of each directorate's organizational structures and alignment of responsibilities. Our N1 team has also been busy behind the scenes working to update the databases to support execution of the realignment, validating position descriptions, and other administrative actions required.

On June 22, the new MSC Headquarters organization chart was approved. The new chart can be found on the portal or your supervisor can provide you with a copy. We've also published the chart with names and phone numbers included to support easier contact and collaboration with the staff.

I encourage you to contact your supervisor should you have any questions regarding the headquarters structure or alignment.

Every member of the MSC team can contribute to the unification process. Not only is this an exciting time to be a team member of MSC, but an opportunity to best position our organization to meet the challenges we will see in the future. When we act as one, with a clear and shared vision of our end state, and perform as a championship team, we will succeed.

Thanks for all that you do for MSC, the Navy and the Nation.

Shipyard and Ship Repair Industry Day

Recently we hosted the second in our series of "industry days." For this event, leaders from the shipyard and ship repair industry, operating companies under contract, and members of our staff came together to discuss areas of mutual interest and build partnerships to solve challenges confronting Military Sealift Command.

Serving as a forum for collaboration, we began the day committed to three important principles:

- MSC needs strong partners in the shipyard and ship repair industry;

- MSC is committed to continuous improvement; and

- Robust partnerships require effective two-way communication.

To give everyone a baseline for subsequent dialogue, we first discussed our operational and financial focus areas including:

- Changing operational environment;

- National, Department of Defense, and Department of Navy strategy and guidance;

- Need to "Bend the Curve," in order to stay relevant and ahead of competitors;

- Aligning resources to requirements and risk;

- Strengthening partnerships with industry and the Joint Force; and
- Focusing on cyber as the greatest asymmetric threat.

We also provided our partners with an overview of our forthcoming ship-class force generation model, our contracting processes, the command's small business engagement strategy, and a discussion of safety on our ships and in shipyard facilities.

The important work of the day occurred in the break-out sessions where industry told us things we could be doing better in the areas of requirements planning and contracting to reduce negative impacts on industry; and we communicated to industry areas where they could improve such as in proposal development and contract execution to minimize operational impacts to our fleet. These sessions were about collaboration, process improvement, and identifying ways to increase our collective performance.

Our next industry day will take place August 14 in Norfolk, Virginia, where we will host partners from the information technology and cyber industries. I look forward to maximum staff participation in this forum.

A common thread running through these industry days is the importance of coming together with the industrial base that we rely on to accomplish our mission. Working together in a collaborative, team-based setting, overcoming obstacles and seeking innovative solutions, is how we will adapt to the changing operational environment.

I'll close by extending my thanks to the staff who facilitated the shipyard and ship repair industry day. The prepared briefings, assisted discussions, and administrative support contributed to the success of the event.

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

U.S. COAST GUARD AND MILITARY SEALIFT COMMAND SIGN MEMORANDUM OF AGREEMENT

From Military Sealift Command Public Affairs

Rear Adm. Dee Mewbourne, Commander Military Sealift Command and U.S. Coast Guard Rear Adm. John Nadeau, Assistant Commandant for Prevention policy for Prevention Policy, signed a memorandum of agreement at the MSC headquarters. (U.S. Navy Photo by Jennifer Hunt)

Rear Adm. Dee Mewbourne, commander, Military Sealift Command and U.S. Coast Guard Rear Adm. John Nadeau, Assistant Commandant for Prevention Policy, signed a memorandum of agreement at MSC headquarters, July 2.

The memorandum of agreement delineates the responsibilities of the United States Coast Guard and MSC regarding the inspection of MSC vessels, incident reporting and investigation, certain personnel matter and the financial arrangements regarding USCG and MSC liaison and support activities.

"By signing this memorandum of agreement, MSC will continue to be party to a mature, established and globally recognized system of accountability comprised of domestic (U.S. laws and regulations) and international (IMO, SOLAS, etc.) safety standards for vessels and mariners that are enforced by USCG inspectors and investigators," said Capt. Kailie Benson, U.S. Coast Guard Liaison to MSC. "The goal of these safety standards is to prevent marine casualties, protect life, protect property, and preserve our marine environment."

"By preventing casualties, MSC is able to focus on delivering assured logistics for the warfighter anywhere in the world, safely and efficiently," added Benson. "Further, operating within this system of standards (including a certified Safety Management System) fits nicely into the recently earned ISO 9001 certification that specifies requirements for a quality management system to demonstrate the ability to consistently provide products and services that meet customer and regulatory requirements."

A new memorandum of agreement is signed between the USCG and MSC every two years.

"The memorandum of agreement is mutually beneficial for the USCG and MSC," said Benson. "One of the 11 statutory missions of the USCG is marine safety; investment in the safety of MSC mariners and vessels for the prevention of accidents absolutely fits this mission. The Coast Guard is proud of their longstanding role in supporting MSC, DOD, and the U.S. National Security and National Defense Strategies. MSC vessels comprise a large percentage of the U.S.-flagged deep draft fleet. The majority of USCG marine inspectors are active duty and are subject to frequent moves, as such there is always a need for platforms for inspector trainees to accompany those who are seasoned inspectors in order to learn the job. Having access to MSC vessels increases the opportunities for these trainees."

Some of the significant changes to the new memorandum of agreement are as follows:

1. Reduced Operating Status vessels now specifically addressed in Annex I.

2. Military Sealift Command is now final approval for National Defense Waivers on government Owned and operated and government owned and contractor operated vessels (Annex I). A unit instruction to govern the creation, routing, and time sensitivity of NDWs will be created separately to provide consistency and to remove unnecessary routing delays.

3. The U.S. Coast Guard investigations section has been overhauled to delineate between normal, commercial-like vessel operations and inherently military operations and define when the U.S. Coast will or will not investigate a marine casualty (Annex I).

4. Valid TWIC cards will be required for credential transactions with the National Maritime Center but if they expire while a mariner is serving onboard a GOGO vessel this shall neither require discharge nor repatriation (Annex III).

5. Medical certificate validity is now tied to the national endorsement date on a credential (Annex III).

6. EPF Type Rating Endorsement periodicity is extended to five years with a mid-period revalidation protocol performed by MSC (Annex IV).

7. Short term provision for expeditionary sea base crew turnover and ATT CIVMARs in forward house (Annex III).

8. Stronger language and accountability for lifesaving and abandon ship planning for when Embarked Security Teams are embarked and lifeboat capacity is exceeded (Annex III).

9. Annex VII, National Security Provision, contains "Break Glass in case of Emergency." This annex asserts that the COMSC may withdraw from voluntary compliance with domestic and/or international standards.

The inspection and certification of USNS vessels has been a longstanding, major national defense support function of the USCG dating back to February 1985 when Vice Chief of Naval Operations Adm. Ronald Hays, directed the classification with ABS and inspection by USCG in order to maintain mission readiness and vessel/crew safety.

"The MOA outlines rules of engagement for properly adjudicating the areas where MSC vessels must depart from domestic or international vessel standards due to the inherently military nature of vessel build, design or operations," said Benson. "It also provides guidance on the issuance and maintenance of USCG-issued merchant mariner credentials."

"The 2018 MOA was created by a committee comprised of members spanning all program managers and many N codes, with concurrent agreement sought within the relevant USCG programs, over a concentrated three-month period," added Benson. "MSC instructed the committee to review the MOA with a focus on how to improve holistic readiness, effectiveness, operational flexibility, and the ability to train."

The next memorandum of agreement between the USCG and MSC will be due for renewal in 2020.

The signed memorandum of agreement can be viewed at:

https://msc.navy.deps.mil/policies/Agreements/MSC_USCG%20 2018%20MOA.pdf#search=MOA

LYONS TO LEAD U.S. TRANSPORTATION COMMAND

By U.S. Transportation Command Public Affairs

The Senate recently confirmed U.S. Army Lt. Gen. Stephen R. Lyons, Joint Staff Director for Logistics, as the next commander of U.S. Transportation Command.

A change of command ceremony will take place Aug. 24, 2018, at the Scott Air Force Base Parade Field.

U.S. Air Force Gen. Darren W. McDew, current USTRANSCOM commander, will retire following the change of command ceremony.

"Lt. Gen. Lyons is a rare soldier, officer, and leader. He will be the command's first Army commander, as well as the Army's first Logistician Combatant Commander. As our joint warfighting enterprise continues to evolve in today's unique environment, Lyons' expertise will surely enable the continued advancement of our command.

Having commanded at every level from company to major subordinate command, and previously serving as USTRANSCOM's deputy commander, he is up to the crucial task of leading the 144,000-strong USTRANSCOM team. Everyone across the command and the Joint Deployment and Distribution Enterprise will benefit from his direction and leadership," said McDew.

USTRANSCOM is a global Combatant Command and the transportation provider for the Department of Defense. USTRANSCOM doesn't just move the force; it sustains the force and operates the Joint Deployment and Distribution Enterprise.

In support of the Chairman of the Joint Chiefs of Staff, USTRANSCOM sets the globe for logistics. Setting the globe means establishing an equilibrium between the capability and capacity required to meet emerging threats and regularly using the vast network of nodes, modes, and routes to expand and maintain access to assets and infrastructure. In doing so, USTRANSCOM provides the President options to build combat power and deliver national objectives at the time and place of his choosing.

Additionally, USTRANSCOM ensures the well-being of the joint force by providing aero-medical transportation for ill or injured personnel in peace and war. USTRANSCOM's ability to deliver an immediate force tonight or a decisive force when needed anywhere in the world allows the United States to remain the world's only superpower.

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also cleaned from tanks, piping and reservoirs. After several inspections by the Navy Sea Systems Command Inactive Ships Office, the ships were fitted with towing gear and then put into "Zebra" conditions, where all the water tight doors and hatches were opened to allow water to rush in at the time of sinking. All preparations were in line with guidelines set up by the Environmental Protection Agency under a general permit the Navy holds pursuant to the Marine Protection, Research and Sanctuaries Act.

Sioux delivered both target ships to an area 160 miles from Pearl Harbor. Each trip took about 36 hours. Once in the target zone, or "Box," Sioux disengaged from the tow and moved out to a safe area, remaining on site to ensure the tow ship did not drift out of the box

"Tows like this can be very stressful, because there are so many eyes on us; watching us," said Harry Sprauge, USNS Sioux's master. "Our ability to successfully get the tow where it needs to be, allows the Navy to do the training they need to do; training that one day could be used in a real world operation where our national defense is being tested."

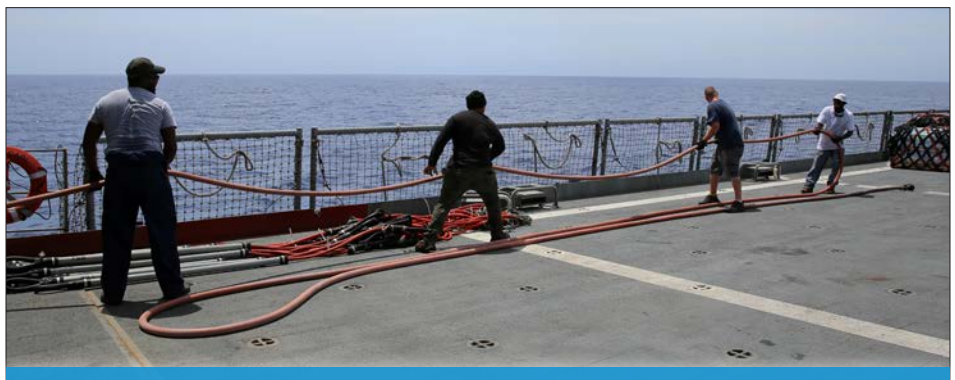
From July 11-13, the hospital ship USNS Mercy (T-AH 19) conducted a humanitarian assistance and disaster relief (HADR) exercise.

The HADR scenario featured the fictional nation of Griffon and the national disaster situation found in the aftermath of a 7.1 earthquake and a follow-on tsunami. Victims of the disaster were brought to a field treatment area for assessment and triage. Many of these patients were then transported to Mercy either by U.S. Coast Guard helicopter or by small boats from the Coast Guard Cutter Bertholf (WMSL 750) and Japanese Maritime Self Defense Force destroyer helicopter ship JS Isi (DDH 182). Once onboard, the military treatment facility (MTF) conducted assessment and treatment protocols that included chemical decontamination and orthopedic injuries.

According to Capt. Brian Mershon, Mercy's civil service master, while the MTF tested its skills, Mercy's civil service mariner crew played a major role in the exercise, delivering the ship to the exercise area, conducting flight and small boat operations, ensuring patients made it safely to the ship for medical care. In addition, the approximately 70 civil service mariners who crew the ship, navigated, conducted ship handling and technical maneuvering while underway, provided the fresh water and electricity needed to run the shipboard hospital and to support the mission personnel living and working aboard.

Civil service mariners attached to the dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) send cargo lines to the guided missile destroyer USS Preble (DDG 88) during an underway replenishment at sea, July 17. The re-supply at sea was conducted as part of the Rim of the Pacific (RIMPAC) 2018 exercise. (U.S. Navy photo by Bill Mesta)

The dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) pulls alongside the dry cargo ammunition ship USNS Charles Drew (T-AKE 10) at Joint Base Pearl Harbor-Hickam, July 16. Brasher pulled into port after providing logistical support for U.S. Navy and allied ships participating in the Rim of the Pacific (RIMPAC) 2018 exercise. (U.S. Navy photo by Bill Mesta)



Civil service mariners attached to the dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) flake out a fire house as a precaution prior to a vertical replenishment at sea, July 17. (U.S. Navy photo by Bill Mesta)

Sailors aboard the guided-missile cruiser USS Lake Champlain (CG 57) prepare for deliveries on the flight deck during a vertical replenishment from the auxiliary dry cargo and ammunition ship USNS Charles Drew (T-AKE 10) during Rim of the Pacific (RIMPAC) exercise, July 20, 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Craig Z. Rodarte)

Sailors assigned to the guided-missile destroyer USS Sterett (DDG 104) stand by for the firing of the shot line during a replenishment-at-sea with the fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) during the at-sea resupply evolution. (U.S. Navy photo by Mass Communication Specialist Third Class Alexander Kubitza)

Mission critical equipment is delivered from the dry cargo ammunition ship USNS Carl Brashear (T-AKE 7) to the guided missile destroyer USS Preble (DDG 88) during an underway replenishment at sea, July 17. Both ships were at sea to participate in the Rim of the Pacific (RIMPAC) 2018 exercise. (U.S. Navy photo by Bill Mesta)

"It's really special to be a part of something like RIMPAC," said Mershon. "This exercise is only held every two years so it's exciting for all of us to be a part of it and to show off this awesome capability to other nations in a controlled environment like this, instead of in a time of national disaster."

Reservists from Military Sealift Command Pacific's headquarters unit, MSCPAC Hawaii Detachment, and Expeditionary Port Unit 114 and 115, as well as ship service officers from Strategic Sealift Unit 310 (SSU) supported RIMPAC by providing maritime logistics support to Commander, Task Group 173.1. The reservists provided comprehensive planning and coordination for each replenishment-at-sea conducted during the exercise for all 46 participating surface ships. This includes arranging berthing space for ships in port, loading fuel and stores, and coordinating rendezvous locations and times.

As the world's largest international maritime exercise, RIMPAC provides a unique training opportunity designed to foster and sustain cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's interconnected oceans. RIMPAC 2018 is the 26th exercise in the series that began in 1971.

This year's exercise includes forces from Australia, Brunei, Canada, Chile, Colombia, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, The Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom, the United States and Vietnam.

"RIMPAC has continued to grow, more participants, more ships, more evolutions, all requiring logistics support in order to remain at sea and maximize opportunities to train and operate together," said Capt. Brett Hershman, commander, Military Sealift Command Pacific and CTF 173. "Increased exercise tempo means a greater customer demand signal on MSC. Our CTF 173 operations are more complex this year than ever, with over one hundred RAS events providing fuel, food, repair parts and ammunition to everyone out there. The MSC team did an outstanding and highly professional job throughout RIMPAC. I couldn't be prouder of them."

USNS MERCY RETURNS HOME FOLLOWING PACIFIC PARTNERSHIP

By Sarah Burford, Military Sealift Command Pacific Public Affairs

Military Sealift Command's hospital ship USNS Mercy (T-AH 19) returned to San Diego, July 21, to a welcoming of family and friends, following its support of the humanitarian mission to Southeast Asia, Pacific Partnership 2018.

Sailors disembark the hospital ship USNS Mercy (T-AH 19) after returning home to San Diego from a five-month deployment. (U.S. Navy photo by Regena Kowitz)

The ship's crew, composed of MSC civil service mariners, who operated the ship, and Navy medical and support personnel who staffed and oversaw the ship's hospital and treated patients, visited countries throughout Southeast Asia, including Indonesia, Malaysia, Sri Lanka and Vietnam. In addition to the U.S. Navy and CIVMARs non-governmental organizations (NGOs) and regional partners provided maritime security, conducted humanitarian assistance, and strengthened disaster response preparedness.

Mercy provided medical, dental, veterinary, public health services, engineering and disaster response to host countries and provided services to local populations.

Mercy was joined during Pacific Partnership by MSC's expeditionary fast transport ship USNS Fall River (T-EPF 4). Fall River made separate mission stops in Yap, Palau, Borneo-Malaysia and Thailand, supporting public diplomacy, community outreach and theater security cooperation initiatives.

"This has been one of those deployments I will never forget," said Julie Flaherty, Mercy's civil service navigator. "Pacific Partnership touches so many lives, not just the people who receive our services, but also the crew who interact with and see the people who the mission helps, and whose mission on the ship ensures the medical teams can provide surgeries and care. It has been an amazing five months, and while I am sorry to see all our good work come to an end, I am really happy to be back in San Diego and home! I'm ready to be still and stay put for a while."

Mercy wrapped up its Pacific Partnership mission with a stop in Tokyo, Japan, in June. Before returning to San Diego, the ship stopped in Pearl Harbor, Hawaii, where it participated in a humanitarian response, disaster recovery exercise as part of the multi-national maritime exercise, Rim of the Pacific 2018.

"This year's mission was a success all around," said Capt. Brian Mershon, Mercy's civil service master. "I couldn't be happier with my crew and all their hard work. They are a true group of professionals and it was a pleasure to sail with them on this historic mission."

Pacific Partnership is the largest annual multilateral humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific region. Now in its 13th year, the missions have included medical and veterinary exchanges, and engineering projects while working side by side with partners in Cambodia, Fiji, Federated States of Micronesia, Indonesia, Kiribati, Palau, Papua New Guinea and the Bougainville Autonomous region, Philippines, Marshall Islands, Malaysia, Sri Lanka, Samoa, Solomon Islands, Timor-Leste, Tonga, Vanuatu and Vietnam.

Pacific Partnership 2018 included more than 800 military and civilian personnel.

MILITARY SEALIFT COMMAND SHIPS PROVIDE LOGISTICS SERVICES IN SUPPORT OF DEPLOYED USS ESSEX AMPHIBIOUS READINESS GROUP

By Sarah Burford, Military Sealift Command Pacific

Military Sealift Command's fleet replenishment oiler USNS Rappahannock (T-AO 204) and dry cargo/ammunition ship USNS Carl Brashear (T-AKE 7) took time out from their participation in the Rim of the Pacific (RIMPAC) 2018 exercise to provide logistics services for two ships of the USS Essex Amphibious Readiness Group (ARG), as they took on fuel and stores in Hawaii, in support of their deployment to the western Pacific.

Through a series of replenishments-at-sea (RAS), the MSC ships delivered over 400 pallets of food, parts and equipment as well as 850 thousand gallons of diesel ship fuel and 84 thousand gallons of JP5 aviation fuel to the U.S Navy's amphibious assault ship USS Essex (LHD 2) and the guided missile destroyer USS Russell (DDG 59).

While providing logistics services is the bread and butter of Rappahannock and Brashear, moving from the RIMPAC exercise to a deployment scenario had its own set of challenges. According to Capt. Mike Grogan, Brashear's civil service master, working between two different task force commanders brought a new dynamic to the operations.

"One of the large challenges that we encountered is that the Essex ARG is a Commander Taskforce 33 (CTF 33) while RIMPAC logistics is scheduled by Commander Task Group 173 (CTG 173) This means that we had to change operational commanders for the event," explained Grogan. "On paper, this was not an issue, until we started the event. We had to coordinate with CTG 173 to move our follow-on RIMPAC customers out of their operational areas so that we could meet them on schedule. Prior to the event with Essex, we were tasked with providing a high priority cargo movement to a RIMPAC unit. That meant that we were constantly shifting gears to meet our timelines and the follow-on missions of the ships we were serving. We wanted to please all parties, but it became more challenging once the music started."

The Wasp-class amphibious assault ship USS Essex (LHD 2) receives fuel during a replenishment at sea and a regularly scheduled deployment of the Essex Amphibious Ready Group (ARG) and the 13th Marine Expeditionary Unit (MEU), July 12, 2018. (U.S. Marine Corps photo by Cpl. A. J. Van Fredenberg)

Rappahannock delivered fuel via underway replenishment at sea while Brashear conducted their cargo transfer via air, through a series of vertical replenishments (VERTREP). While Brashear has provided logistics services to the ships participating in RIMPAC, the transfer with the ARG was the first time this summer they were able to conduct operations via VERTREP.

"There's very little difference between our logistics events for RIMPAC and with the Essex ARG except that we are replenishing via VERTREP," said Grogan. "The quantity of material transferred to Essex dwarfed the numbers we typically transfer to RIMPAC participants. This could be due to the large number of hungry Marines aboard the LHD."

For Grogan and the crew of Brashear, RIMPAC and the ARG replenishment are just another opportunity for them to be underway, servicing customers and fine-tuning the way they do business.

"Working with an ARG and large deck ships provided opportunities for us to improve the level of service we can provide, allowing us to remain proficient in delivering large quantities of cargo," said Grogan.

Brashear and Rappahannock continued to provide logistics services to the 25 nations, 46 surface ships, five submarines participating in RIMPAC 2018, the largest maritime exercise in the world through Aug. 2.

SPEARHEAD DEPLOYS, MARKING THE START OF SOUTHERN PARTNERSHIP STATION

From U.S. Naval Forces Southern Command Public Affairs

The U.S. Navy deployed USNS Spearhead (T-EPF 1) in support of Southern Partnership Station (SPS) 2018 to the Caribbean, Central and South America to conduct subject matter expert exchanges and water well construction projects from July to October 2018.

SPS is an annual series of U.S. Navy deployments focused on exchanges with regional partner nation militaries and security forces. This year's deployment will visit Panama, Colombia, Honduras, El Salvador, and Trinidad and Tobago to work alongside those nations' military forces, security forces, civilian health professionals and other governmental agencies.

SPS 18 is a U.S. Southern Command (USSOUTHCOM) directed deployment planned by U.S. Naval Forces Southern Command /U.S. 4th Fleet (USNAVSO/FOURTHFLT) and conducted by deployed adaptive force packages (AFPs) under the direction of the Destroyer Squadron (DESRON) 40 staff.

AFPs are specialized teams of U.S. service members from the fields of engineering, diving, explosive ordnance disposal, and medicine. They are embarked on Spearhead to work with partner nation forces during naval-focused training exercises, military-to-military engagements, and community relations projects in an effort to enhance partnerships with regional maritime activities and improve the operational readiness of participants while ensuring interoperability.

The AFPs are comprised of military personnel from Navy Expeditionary Combat Command (NECC), Navy Public Affairs Support Element (NPASE), Naval Mobile Construction Battalion (NMCB) 133, Explosive Ordnance Disposal Mobile Unit (EODMU) 2, Mobile Diving and Salvage Unit (MDSU) 2, DESRON 40, U.S. Navy Bureau of Medicine and Surgery (BUMED), 55th Signal Company and U.S. Navy's Military Sealift Command (MSC).

The deployment will focus on enhancing cooperative partnerships with regional maritime services and improving operational readiness for all participants. Additionally, the mission will provide an opportunity for U.S. and partner nations to operate in a multinational environment, refine coordination, improve interoperability and demonstrate flexibility. Assigned units will focus on locally-identified needs to include port and harbor security, health service systems and humanitarian response infrastructure.

The expeditionary fast transport ship USNS Spearhead (T-EPF 1) departs Joint Expeditionary Base Little Creek-Fort Story. (U.S. Navy photograph by Bill Mesta)

USNAVSO/FOURTHFLT supports USSOUTHCOM's joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

US, PHILIPPINES STRENGTHEN ALLIANCE WITH MARITIME TRAINING ACTIVITY 2018

By Lt. Clyde Shavers, Commander, Task Force 73/Destroyer Squadron 7 Public Affairs

The U.S. and Philippines navies kicked off Maritime Training Activity (MTA) Sama Sama at Naval Station Ernesto Ogbinar in San Fernando City, Philippines, July 9.

The week-long engagement focuses on the full spectrum of naval capabilities and is designed to strengthen the close partnership between both navies while cooperatively ensuring maritime security, stability and prosperity.

Expeditionary fast transport ship USNS Millinocket (T-EPF 3), diving and salvage ship USNS Salvor (T-ARS 52) and a P-8 Poseidon maritime surveillance aircraft operated alongside Philippine Navy frigate BRP Ramon Alcaraz (FF 16) and landing dock ship BRP Tarlac (LD 601) in at-sea evolutions in the South China Sea. Evolutions included air defense exercises (ADEX) aimed to increase proficiency in air and missile defense, diving exercises (DIVEX) to promote mutual efficiency underwater, and search and rescue exercises (SAREX) designed to enhance capabilities in aid-and-assistance to distressed mariners.

Shore phase evolutions included symposiums and seminars on a wide range of naval capabilities including medical, public affairs, engineering, explosive ordnance disposal and anti-submarine and surface operations, all taking place in San Fernando City, San Antonio, Manila and Subic.

The Japanese Maritime Self-Defense Force joined the exercise as an observer and valued partner.

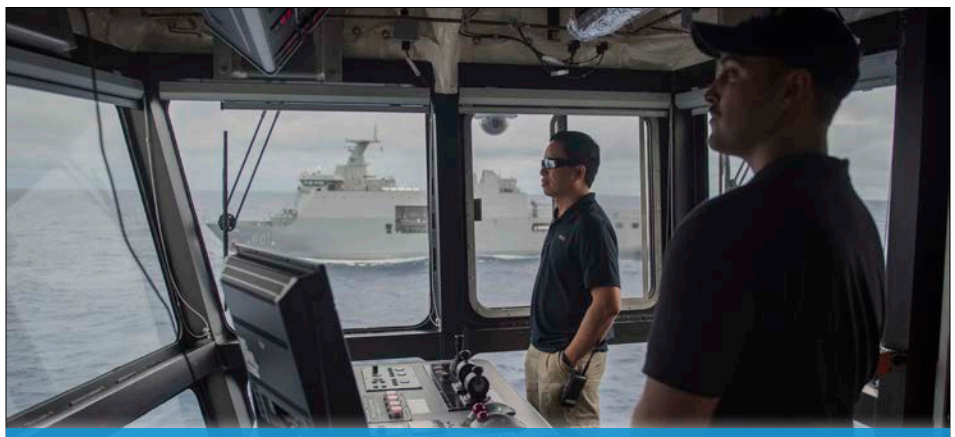
"The name of this Maritime Training Activity, Sama Sama, meaning 'together, jointly,' perfectly captures the spirit and energy of this tremendous event. The U.S. and Philippine alliance has always been a special relationship based on mutual trust and respect and strengthened by enduring maritime engagements," said Rear Adm. Joey Tynch, commander, Task Force 73. "Built on 70 years of strong friendship and deep historical ties, our shared interest in maritime security is what Maritime Training Activity Sama Sama is all about, our shared belief that regional challenges increasingly require cooperative solutions by capable naval forces."

MTA Sama Sama builds upon other engagements with the Philippines including Pacific Partnership, the largest annual multilateral humanitarian assistance and disaster relief preparedness mission, Southeast Asia Cooperation and Training (SEACAT), which involves more than a dozen partner nations, and Balikatan-34. These engagements serve to enhance information sharing and coordination and support long-term regional cooperation.

"This training provides us with an exceptional opportunity for both Philippine and U.S. navies to engage in a broader range of maritime operations and unique scenarios in our maritime areas. In this way, we could explore for more cooperation, enhance our interoperability, and provide us effective mechanisms for collaboration and partnership of our navies in the spirit of our mutual treaty engagement," said Lt. Gen. Emmanuel Salamat, commander, Northern Luzon Command. "Notably, this Maritime Training Activity demonstrated the extraordinary commitment of our navies in building and strengthening our partnership in keeping with our bilateral relations as longtime ally. As such, this year's exercise focuses on developing mutual capabilities in addressing maritime security priorities and concern for mutual benefits and interests.

In July 2017, the U.S. and Philippine navies conducted a coordinated patrol in the Sulu Sea demonstrating a mutual commitment to responding to piracy and illegal transnational activity. Sailors from both navies exchanged best practices in visit, board, search and seizure (VBSS) techniques, as well as information sharing.

"It is incredible to see all that will be accomplished during this exercise, as Sailors and Marines from the U.S. and Philippines work side-by-side across multiple domains to safely execute and engage on and under the sea, in the air, on land and in the local communities," said Capt. Lex Walker, commodore of Destroyer Squadron 7. "As the MTA continues to evolve in scope and scale, the U.S. and Philippine navies will continue sailing together towards the common goals of increased maritime security and stability."



Capt. Erwin Lao, master of the expeditionary fast transport ship USNS Millinocket (T-EPF 3), and 3rd Officer Austin Skerritt, observe the movements of the Philippine navy landing platform dock ship BRP Tarlac (LD-601) during a simulated replenishment-at-sea as a part of the at-sea portion of Maritime Training Activity (MTA) Sama Sama 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)

ANCHOR YOUR MARITIME CAREER WITH NAVY COOL

By Glenn Sircy, Center for Information Warfare Training

Navy Credentialing Opportunities On-line (COOL) continues to offer maritime credentialing opportunities that, coupled with shipboard qualifications, may better prepare Sailors for the safe navigation and operation of afloat vessels while in the Navy, as well as post-service maritime employment.

Becoming credentialed permits individuals to sail in one of two merchant fleets, nationally credentialed and internationally endorsed. National credentials can be used for positions including passenger for hire vessels, charter boats, offshore supply vessels, tow boats and domestic operations. The international endorsements are referenced as meeting the Standards of Training, Certification, and Watchkeeping for Seafarers.

These maritime credentials can be used to help bridge any training gaps to help better prepare Sailors to provide maritime dominance for the nation.

"Sailors working toward maritime credentials while in the Navy positively impacts fleet readiness through increased awareness of and training toward national and international maritime standards," said Jim Johnson, the Navy's voluntary education service chief. "Additionally, these credentials can lead to valuable post-service job opportunities for Sailors."

If you are interested in attaining maritime credentials while in the Navy, or pursuing a career as a civilian mariner when you separate from the military, you must attain credentials from the U.S. Coast Guard through the National Maritime Center (NMC). The NMC performs the statutory mission of credentialing qualified U.S. mariners who are compliant with domestic or international standards.

The authoritative requirements are on NMC's website which includes sea-time responsibilities and general requirements. Similar to the United Services Military Apprenticeship Program (USMAP), you complete requirements by the very nature of your military tasking. However, waiting until you are ready to transition could significantly limit your level of credential.

"These opportunities are a big win for the readiness of our fleet, our Sailors and for Sailor 2025," said COOL's director Keith Boring. "Safe ship handling and navigation in our Navy are paramount and offering credentials that support these basic tenets ensures safe and effective operations at sea."

For more detailed information about mariner careers, U.S. Coast Guard credentialing requirements, how to apply for U.S. Coast Guard credentials, and how to use Navy COOL for funding, review the Blueprint to Mariner document found here: https://www.cool.navy.mil/usn/pubs/blueprint2mariner.pdf.

Navy COOL provides information about licenses and certifications applicable to all Navy occupations, offering resources and funding to help Sailors gain appropriate civilian desired, and in many cases required, credentials. COOL also provides other key resources such as Advancement Bibliographies (BIBs) and Learning and Development Roadmaps (LaDRs).

For more information about Navy COOL, visit http://www.cool.navy.mil/ or call (850) 452-6683.

An additional program, the USMAP works closely with the Department of Labor to provide nationally-recognized apprenticeship programs that result in journeyman-level certificates of completion for members of the Navy, Marine Corps, and Coast Guard.

For more information about the USMAP or to register for an apprenticeship, visit http://usmap.netc.navy.mil/usmapss/static/index.htm or call 1-877-838-1659 Option 4.

Navy COOL is located with the Center for Information Warfare Training, which delivers trained information warfare professionals to the Navy and joint services, enabling optimal performance of information warfare across the full spectrum of military operations.

For more news from the Center for Information Warfare Training organization, visit

www.navy.mil/local/cid/,
www.netc.navy.mil/centers/ciwt,
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EXERCISE SEA BREEZE 2018

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

The 18th iteration of exercise Sea Breeze kicked-off following opening ceremonies in Odessa and Shiroky Lan training range, Ukraine, July 9.

Sea Breeze is designed to enhance interoperability among participating nations and strengthen regional security by focusing on a variety of warfare areas.

"This annual multinational maritime exercise has enhanced our interoperability and capabilities among participating forces," said Capt. Matthew Lehman, commodore of Task Force 65. "The exercise seeks to build combined capability and capacity to ensure regional security and foster trust among participating nations."

Some of the training areas include maritime interdiction operations, air defense, antisubmarine warfare, damage control tactics, search and rescue and amphibious warfare.

"This year's Sea Breeze was the first time we took the staff to sea and embarked the U.S. 6th Fleet flag ship, USS Mount Whitney," said Lehman. "We operated our flag ship alongside our NATO allies and partner nations in the Black Sea. The maritime portion incorporated all warfare areas to continue to build on last year's successes while pushing the exercise to become more advanced to adhere to the ever-changing operational environment."

U.S. participation included the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20); the Arleigh Burke-class guided missile destroyer USS Porter (DDG 78); a P-8A Poseidon maritime patrol aircraft from Patrol Squadron (VP) 10; Marines from Echo Company, 2nd Battalion, 25th Marine Regiment; Navy Underwater Construction Team 1 divers; and members of the U.S. Naval Forces Europe-Africa and U.S. 6th Fleet staff.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests, security and stability in Europe and Africa.

BURLINGTON (T-EPF 10) SUCCESSFULLY COMPLETES ACCEPTANCE TRIALS

From Team Ships Public Affairs

The Navy's 10th Expeditionary Fast Transport ship, USNS Burlington (T-EPF 10), successfully completed acceptance trials, Aug. 3 after two days of underway evaluation in the Gulf of Mexico.

The ship successfully demonstrated the readiness of its equipment and systems for operations, both dockside and underway, for the Navy's Board of Inspection and Survey. The ship returned to the Austal USA shipyard and will now begin preparations for delivery to the Navy later this year.

"Acceptance trials are a major step towards delivering Burlington to the Navy," said Capt. Scot Searles, Strategic and Theater Sealift program manager, Program Executive Office (PEO) Ships. "The ship performed very well, which is a great reflection of the commitment of our industry and government team to delivering quality ships."

EPFs are versatile, non-combatant vessels designed to operate in shallow-draft ports and waterways, increasing operational flexibility for a wide range of activities including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport.

They are capable of interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. Burlington will have airline-style seating for 312 embarked forces with fixed berthing for 104. Also under construction at Austal are future Puerto Rico (EPF 11) and Newport (EPF 12).

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships, boats, and craft.

NAVAL BEACH GROUP 2 WRAPS UP TRIDENT SUN 2018

Sailors, attached to Navy Beach Group TWO, in conjunction with the USNS PFC Eugene A. Obregon (T-AK 3006), the 11th Transportation Battalion and Navy Cargo Handling Battalion ONE, man a Roll-On/Roll-Off Discharge Facility (RDDF) while conducting lighterage operations during a distinguished visitor demonstration as part of Exercise Trident Sun 2018, July 25. (U.S. Navy photo by Chief Mass Communication Specialist William S. Parker)

Story by Seaman Jacob Vermeulen, Amphibious Construction Battalion TWO

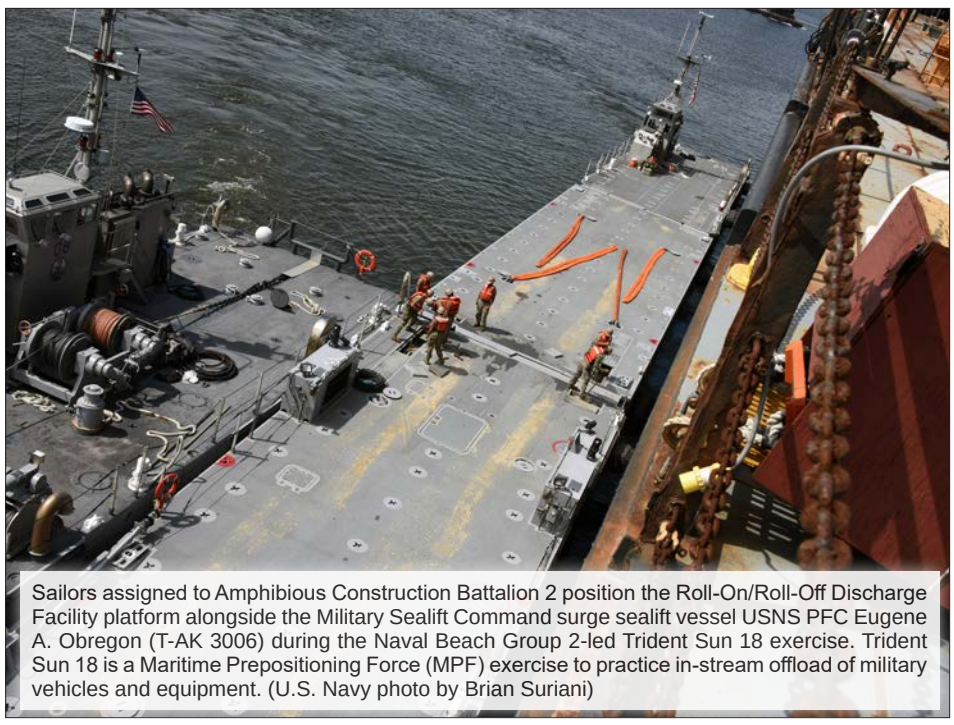
Naval Beach Group Two, in conjunction with the Army's 11th Transportation Battalion, and component commands recently completed exercise Trident Sun 18, in preparation for Operation Trident Juncture 18 this fall.

During Trident Sun 18, Navy Support Element (NSE) personnel conducted Maritime Prepositioning Force (MPF) operations to provide training for reserve component personnel to instream and offload military vehicles and equipment from the Military Sealift Command's (MSC) container and roll-on/roll-off ship USNS PFC Eugene A. Obregon (T-AK 3006).

MSC's surge ships, such as Obregon, strategically place ready-to-deploy military equipment and supplies around the world in support of the U.S Army, Navy, Air Force, Marine Corps and the Defense Logistics Agency during a major theater war, a humanitarian operation or other contingency.

Sailors from NBG2 successfully offloaded more than 60 pieces of essential cargo onto Improved Navy Lighterage System (INLS) Causeway Ferries with the Roll-On/Roll-Off Discharge Facility (RRDF) platform and shipboard cranes to load cargo directly from ship to ferry.

NBG2 is able to expedite the process of offloading equipment by using both techniques, ensuring the maximum amount of warfighting supplies and equipment reaches forces as quickly as possible.

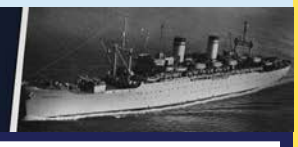


Sailors assigned to Amphibious Construction Battalion 2 position the Roll-On/Roll-Off Discharge Facility platform alongside the Military Sealift Command surge sealift vessel USNS PFC Eugene A. Obregon (T-AK 3006) during the Naval Beach Group 2-led Trident Sun 18 exercise. Trident Sun 18 is a Maritime Prepositioning Force (MPF) exercise to practice in-stream offload of military vehicles and equipment. (U.S. Navy photo by Brian Suriani)

ANYDAY

A group of over 30 Military Sealift Command volunteers assembled "after-care kits," which are meant to comfort and restore dignity for victims of sexual assault, at a Fear 2 Freedom event hosted by MSC's Sexual Assault Prevention and Response (SAPR) program. (U.S. Navy photo by Brian Suriani)

WE DELIVER HISTORY



Merchant Marine Casualties War Shipping Administration

-Press Release June 13,1945

Loss of 1,554 United States flag merchant ships of 6,277,077 deadweight tons from war causes and marine casualties largely due to war conditions, was announced today by Vice Admiral Emory S. Land, Chairman of the United States Maritime Commission and Administrator of the War Shipping Administration. The losses occurred during the period, from September 1, 1939 to May 8, 1945.

The bulk of the tonnage was accounted for by the 570 ships of 5,431,456 deadweight tons lost from direct war causes. The balance of 984, involving only 845,621 tons, was lost in marine casualties resulting from convoy operations, reduced aids to navigation, blackouts, etc. Marine losses include those lost in U.S. inland waters. Only 71 of the 984 vessels exceeded 1,000 gross tons each.

The destruction of ships by the enemy has, of course, been accompanied by heavy loss of life. The latest Merchant Marine casualty list reports merchant seamen 5,579 dead and missing, and 487 prisoners of war, a total of 6,066 as of May 1, 1945.

An overwhelming percentage of the merchant vessels were destroyed by German or Italian submarines, air attacks and mines, with 68 lost in Japanese areas. The most extensive destruction was in the North Atlantic where wolfpacks of U-boats prowled against convoys to the British Isles and North Russia until curbed by fast-expanding Allied naval and air power, including the use of escort carriers, such as the 50 designed and built by the U. S. Maritime Commission for the Navy.

NEXT ISSUE: MSC'S NEW CHIEFS

SEALIFT

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