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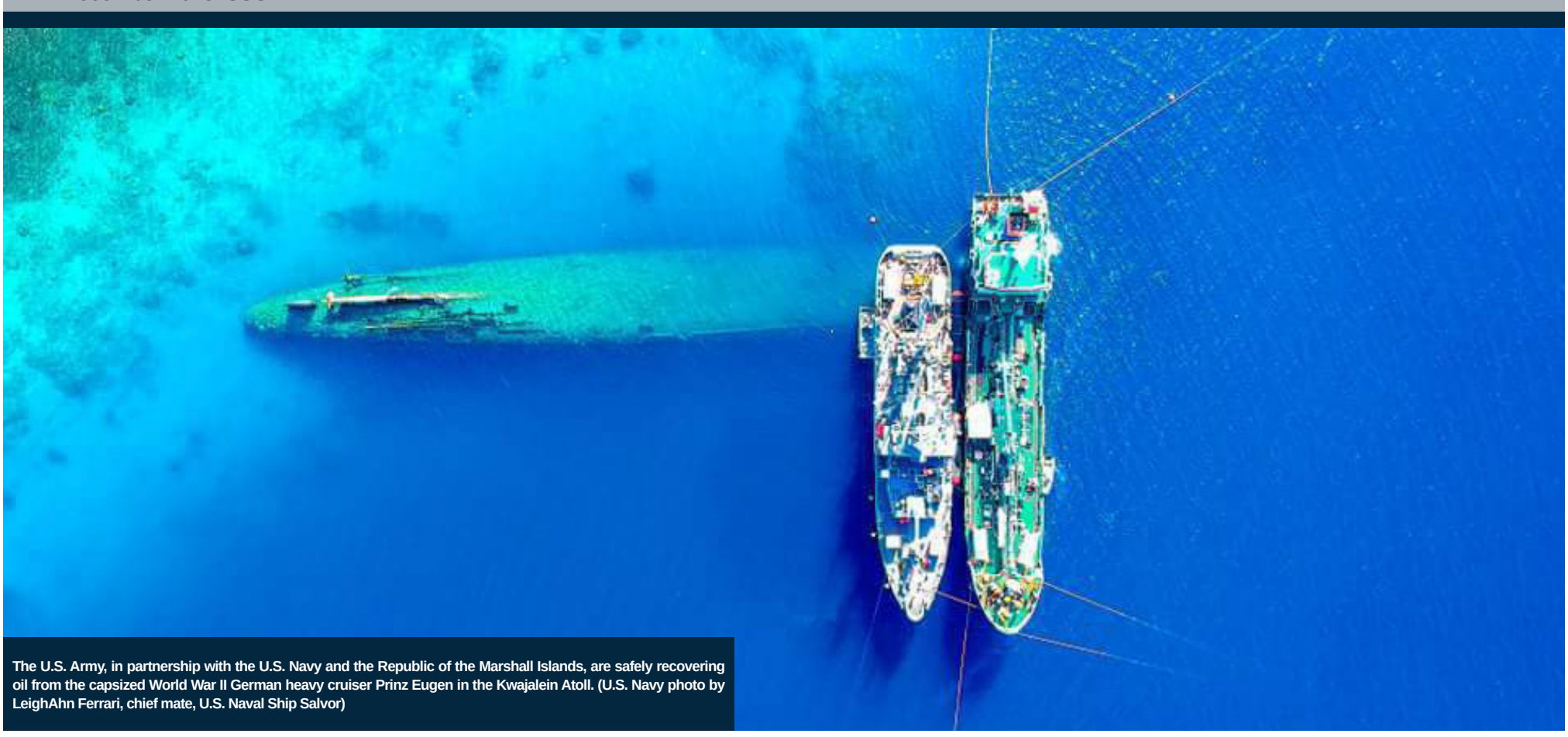
U.S. NAVY'S MILITARY SEALIFT COMMAND...*UNITED* WE SAIL

December 2018 ISSUE



The U.S. Army, in partnership with the U.S. Navy and the Republic of the Marshall Islands, are safely recovering oil from the capsized World War II German heavy cruiser Prinz Eugen in the Kwajalein Atoll. (U.S. Navy photo by LeighAhn Ferrari, chief mate, U.S. Naval Ship Salvor)

U.S. Navy Divers Recover Oil From Wrecked WWII Ship Prinz Eugen

By Lt. Clyde Shavers, CTF 73

U.S. Navy divers from Mobile Diving Salvage Unit 1, and serving aboard USNS Salvor (T-ARS 52), completed removal of fuel oil from the capsized World War II German cruiser, Prinz Eugen, Oct. 15.

The effort was a result of collaboration between the government of the Republic of the Marshall Islands and U.S. Army Garrison Kwajalein Atoll (USAG-KA).

The safe extraction of an estimated 250,000 gallons of fuel oil from Prinz Eugen began Sept. 1 and involved nearly two dozen divers along with support from commercial tanker Humber for transport of the removed fuel oil.

"There are no longer active leaks with 97 percent of the oil having been removed. The remaining oil is enclosed in a few internal tanks without leakage and encased by layered protection," said Lt. Cmdr. Tim Emge, officer-in-charge of salvage operations. "Of the 173 total oil tanks, the 143 external tanks have been pumped of all appreciable amount of oil."

The U.S. Army, in partnership with the U.S. Navy and the Republic of the Marshall Islands, has safely recovered oil from the capsized World War II German heavy cruiser Prinz Eugen in the Kwajalein Atoll. (U.S. Navy photo by LeighAhn Ferrari, chief mate, U.S. Naval Ship Salvor)

The Prinz Eugen saw combat action during World War II. In May 1945, upon the conclusion of the war, it was surrendered to the British and transferred to the U.S. Navy for use in Operation Crossroads nuclear tests. After surviving two tests and subsequent towage to Kwajalein Atoll, the vessel began to take on water due to sea valve and rudder damage. The ship ran aground settling in a capsized position off the coast of Enubuj Island.

As part of the 1986 Compact of Free Association between the U.S. and the Republic of the Marshall Islands, the U.S. transferred the Prinz Eugen title to the RMI. Beginning in 2010, RMI requested the U.S. provide technical and financial support for Prinz Eugen fuel off-load.

In December 2016 U.S. Indo-Pacific Command worked with U.S. Navy Supervisor of Salvage and Diving to evaluate the current status of the Prinz Eugen and plan for a way ahead once funding became available.

Following the 2018 National Defense Authorization Act, which authorized expenditure of Army funds to off-load oil from the Prinz Eugen, Karen Brevard Stewart, U.S. ambassador to the Marshall Islands, and State Department staff played a major role in getting the diplomatic work accomplished in time to meet the short deadlines set under the act.

Work began in February of 2018 to plan for and execute the removal of the fuel oil.

"Our team's hard work over the last two years preparing for this project and assembling the right combination of equipment and technical expertise enabled our success in this very important mission to protect the pristine waters of Kwajalein Atoll from the risk of a catastrophic oil release," said Stephanie Bocek, project manager at the Supervisor of Salvage and Diving.

The operation, having preceded with surveys of the wreck, consisted of four stages: anchoring and mooring operations, fuel extraction, fuel transfer and dome closures of hull access.

"As part of a seven-man site survey team with unmanned underwater vehicles, we were able to accurately assess how to approach the mission safely while managing and monitoring defueling operations," said Senior Chief Charles Kevin Parsons Jr., master diver of salvage operations.

Navy Divers Recover Oil, , Continued on page 8

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MARINERS WILL BE THERE!, NATIONAL CYBERSECURITY AWARENESS MONTH,

From Commander, Military Sealift Command

Mariners Will Be There!

As dawn broke over Machias Bay, Maine, on June 12, 1775, 32 men, armed with guns, swords, axes and pitchforks and led by a revolutionary firebrand named Jeremiah O'Brien, brought their commandeered sloop, Unity, quietly around the lee side of Round Island.

Their target, the British armed schooner Margaretta, immediately attempted to fire on the unarmed Unity, but Unity was too close. O'Brien commanded his crew to ram the British ship, boarding and engaging in hand-to-hand combat. By the end of an hour, the British captain was mortally wounded, and the British ship had surrendered.

O'Brien and the Unity crew claimed four six-pound guns, 20 swivel guns, muskets, pistols, and hand-grenades. Unity had become a warship for the soon-to-be proclaimed United States of America in this, considered to be the first, sea engagement of the Revolutionary War.

It was the beginning of American Merchant Mariner's service to our nation, but not the last time they would go in harm's way for the ideals of freedom and democracy.

It's been the same ever since, from the Battle of the Atlantic in WWII, to the war in Korea where our Mariners moved the 24th Infantry Division from garrison duty in Japan to Pusan, Korea, only 11 days after the invasion of the 38th parallel, to Vietnam where the Mariners of Military Sea Transportation Service moved supplies to Vietnamese ports and on the river to Saigon.

From Desert Storm to Bosnia, from Afghanistan to Operation Iraqi Freedom, America's Merchant Mariners continue to serve on the leading edge of our defense transportation system, carrying the combat equipment and supplies needed by our joint warfighters.

To carry that logistics power to the fight, we have always relied on our Merchant Marine. And they have always answered the call. Despite the dangers and long separations from home, our U.S. Merchant Marine has sailed in harm's way time and time again to make sure that American warfighters and our allies have had the supplies they need to overwhelm our adversaries.

In some war planning room right now, there is a potential adversary weighing their odds of victory in a fight against the United States. The one factor they will grossly underestimate is the courage of the U.S. Mariner.
I can assure you that U.S. Mariners will be there, reliably and bravely manning our ships -- even if the seas become a battlefield.

National Cyber Security Month

October marked National Cybersecurity Awareness Month, with the overarching theme, "Cybersecurity is Our Shared Responsibility and We All Must Work Together to Improve." While cyber issues are important every day, this recognition period gives us an opportunity to highlight the critical importance of cybersecurity throughout the DoD, Navy and MSC enterprise.

We know the cyber threat is credible, persistent, and evolving. Each week brings news stories about breaches of systems containing our personal data, or nefarious cyber activity affecting government or industry computer systems.

Because we can't see what's happening in cyberspace like we can in the physical world, observers and stakeholders alike may not fully grasp the frequency and severity of cyber threats.

At MSC we have been working diligently to elevate cyber issues and awareness, both among our own staff and in collaboration with our partners in industry.

National Cybersecurity Awareness Month is an important time to remind ourselves of the ways in which we can contribute to the strength of the enterprise, through our day-to-day cyber actions – at work, at home, and at sea.

Sailors, mariners, civilians, contractors and families are the front line of defense in this fight – and by adhering to cybersecurity policies and best practices – we contribute to mission execution, and protect ourselves and our families.

We must be vigilant and stay focused in all our cyber activities, remembering that oftentimes basic actions are the best defense:

- Install software and security updates on your computer and smartphone as soon as they are available;

- Protect and regularly change your passwords;

- Don't open email or click on links that come from a source you do not know or trust; and

- Implement cyber best practices, report suspicious activity, and educate yourselves on cyber trends and news.

Our response to cyber threats must be an all-hands, all-the-time effort. The success of our mission depends on our commitment to remain attentive and engaged in the cyber battlespace.

Operations Security (OPSEC)

Our senior leaders continue to inform us that we are now in a period of renewed great power competition. This competition is unlike what many of us experienced during the Cold War. The competitors are different and the character of the competition has changed. The environment is characterized by multiple adversaries, faster pacing and quicker introduction of technology, and an increased spectrum of activity from confrontation all the way up to conflict.

We need to embrace every avenue that might yield a competitive advantage, even an advantage measured in seconds or inches.

One area where we need to remain vigilant is Operations Security (OPSEC). The Commanders at U.S. Fleet Forces and U.S. Pacific Fleet recently published a joint message to the fleet reminding Sailors, Marines, government civilians, contractors, and families not to publicly disclose any operational plans or movements, including times and/or locations of any future operations.

This continuing focus on OPSEC is designed to keep us ahead of the competition and contributes to our strategy of being strategically predictable but operationally unpredictable.

The tenets of good OPSEC must be integrated into our operational and contingency planning processes and mission execution. Information concerning ship schedules, cargo and plans is potentially sensitive and should only be disclosed to responsible personnel and organizations with a legitimate need-to-know.

The Military Sealift Command Operations Security Instruction (COMSCINST 3070.1C) and Critical Information List (CIL) (COMSCNOTE 3432) are available on the iNavy portal at the References Tab/MSC Directives Repository link. All personnel should take a moment to review the CIL to ensure that they are not unintentionally exposing critical information.

Together, let's think carefully about what we are doing and saying, and how our communication could be picked up and learned by our adversaries. Ultimately, for Operations Security to work everyone must participate. This is a team effort.

Thank you for making OPSEC a priority and incorporating it into your daily work processes.

United We Sail,

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

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UNITED WE SAIL

Navy Releases Business Operations Plan to Further Reforms

From the Office of the Navy Chief of Information

Undersecretary of the Navy Thomas Modly speaks with media about the Department of the Navy's Business Operations Plan for Fiscal Years 2019-2021. (U.S. Navy photo by Lt. Cmdr. Jackie Pau)

The Department of the Navy (DON) released its business operations plan Oct. 24, establishing the framework for the department's continuing business reform agenda.

"The Department of the Navy Business Operations Plan for Fiscal Years 2019 – 2021" represents a strategic shift for the department, from oversight to leadership in ensuring that the department's business operations effectively and efficiently achieve its mission to man, train, and equip Navy and Marine Corps forces for global operations.

Through greater accountability, more agile processes and improved management of business operations, the plan will enable greater efficiencies that allow the department to reallocate resources from business operations to readiness and recapitalize our naval forces for the future.
As we look forward to the future, we must continue this momentum by leveraging every resource, expert, leading practice, and efficiency we can find – from all sources, private and public – to think anew about our business operating model," Secretary of the Navy Richard V. Spencer said in the plan's opening message. "The National Defense Strategy and National Defense Business Operations Plan drive our agenda, and this Business Operations Plan will guide our Department by providing a vision for the future, and charting a clear course for how to get there."

The Department of the Navy Business Operations Plan aligns to the three lines of effort expressed in the National Defense Strategy (NDS): Rebuild Military Readiness as We Build a More Lethal Joint Force, Strengthen Our Alliances & Attract New Partners, and Reform the Department's Business Practices for Greater Performance and Affordability, as well as to the nine objectives defined in the Fiscal Year 2018-2022 National Defense Business Operations Plan (NDBOP):

- Restore military readiness to build a more lethal force.

- Lay the foundation for future readiness through recapitalization, innovation, and modernization.

-Enhance information technology and cybersecurity capabilities.

- Ensure the best intelligence, counterintelligence, and security support to DoD operations.

- Implement initiatives to recruit and retain the best total force to bolster capabilities and readiness.

-Reform the security cooperation enterprise.

- Improve and strengthen business operations through a move to DoD-enterprise or shared services; reduce administrative and regulatory burden.

- Optimize organizational structures.

- Undergo an audit, and improve the quality of budgetary and financial information that is most valuable in managing the DoD.

The Under Secretary of the Navy, Thomas B. Modly will lead the implementation of the business operations plan in his role as the Chief Management Officer (CMO) for the Department of the Navy. "America's security relies on the success of our U.S. Navy and Marine Corps team. Our Sailors and Marines represent the greatest expeditionary force the world has ever seen, operating forward every day to shape and defend our national interests," said Modly in a message in the business operations plan. "Yet, as the National Defense Strategy reminds us, the U.S. military has no pre-ordained right to success or victory. We must now move with a sense of urgency to improve how we manage the Department in order to continually reinvest into the improved readiness and modernization of our force. While doing so, we will create a more agile and accountable organization that not only responds rapidly and with precision, but also anticipates future threats and opportunities."

The Department of the Navy Business Operations Plan is available at www.navy.mil/DONBOP

21ST TSC Returns to France for First Military Port Operations in 50 Years

By Sgt. 1st Class Jacob McDonald, 21st Theater Sustainment Command

The U.S. Army ended a 50-year hiatus when it used a French port to bring equipment into Europe for the first time since Charles de Gaulle removed France from the NATO Military Committee.

The 21st Theater Sustainment Command and Military Surface Deployment and Distribution Command, brought 177 20-foot containers of ammunition through the port at Radicatel, France, Oct. 10-13, for movement to Germany, marking a new beginning half a century in the making.

"In the past several decades we've relied heavily, and often exclusively, on agreements and access in Germany to conduct a large portion of reception, staging, and onward movement of cargo into the theater," said Maj. Aaron Hiatt, operations officer, 838th Transportation Battalion, 598th Transportation Brigade, SDDC. "Operations like this serve as a proof of concept for operating at any number of various ports in France if required to conduct a large-scale deployment in to the (European) theater."

The Army recognized the need to exercise more port options to quickly deploy and assemble units in Europe if the need arises.

"Providing strategic support to large-scale combat operations all begins with sufficient placement and access, that's exactly what operations like our mission at the port of Radicatel accomplish," Hiatt said. "In addition to executing a proof of concept, we've also fortified our relationships with a critical ally on the continent."

Planning for the operation began several years ago with site surveys to assess the port, and continued with coordination between the two countries to work through the legal and logistical obstacles. The mission required cooperation and support from the French National Police or Gendarmerie, Theater Logistics Support Command-Europe, 39th Movement Control Battalion, Military Sealift Command, French Customs authorities and the French commercial railway, among others.

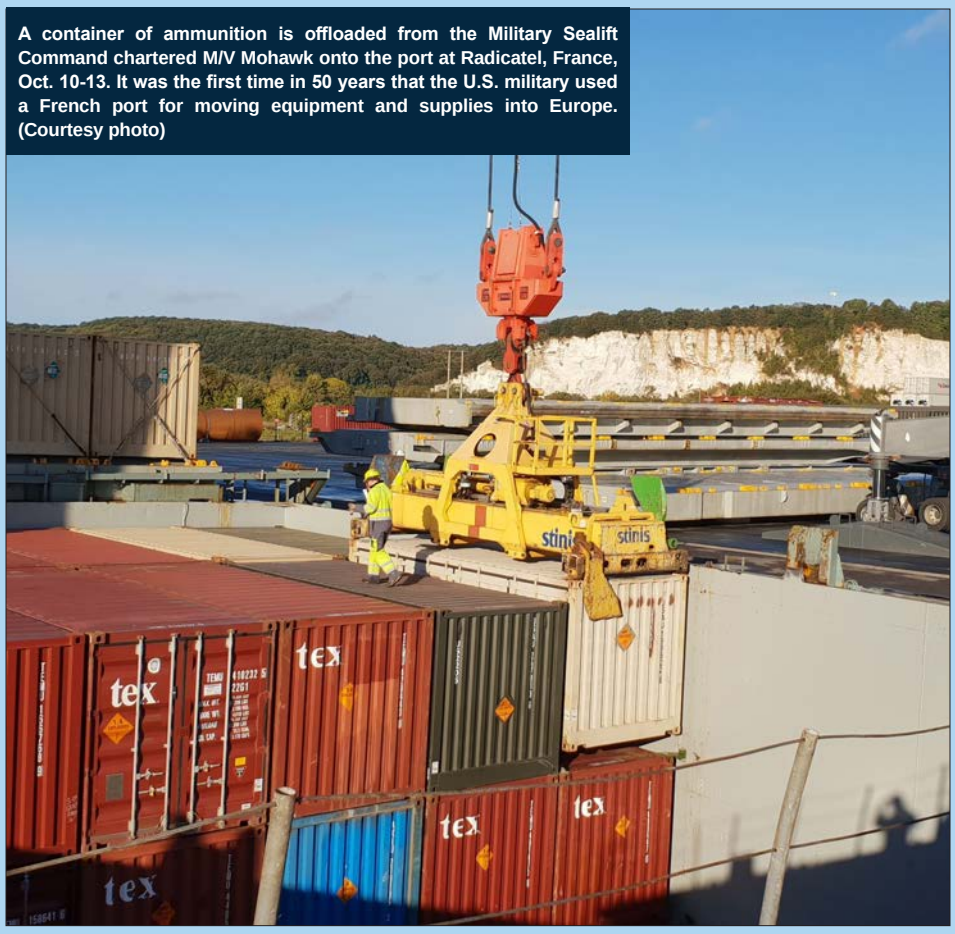
"Once on ground and after meeting the French Teams involved, everyone was motivated and supportive to make this mission a success," said Sidney Theard, detachment director, Benelux Detachment, 838th Trans. Battalion. He said the effort wouldn't have been successful without the various teams working together to adapt to changing requirements, complete processes and meet train schedules.

"As SDDC was only responsible for managing port operations the 21st TSC, 39th MCB and their subordinate mission command elements made all onward movement operations smooth by ensuring all theater sustainment was synced with our operations," Theard added. "Teamwork and communication was key."

Hiatt expressed his appreciation for the French support and enthusiasm as well.

"The Gendarmerie were great and wanted to exchange patches with us," Hiatt said. "The SNCF (French Commercial Rail Company) actually sent about 10 of their employees and management from Paris to the port for two days to witness this historic operation. Overall, they were very eager and willing to accommodate our requirements to ensure the success of the (ammunition shipment)."

A container of ammunition is offloaded from the Military Sealift Command chartered M/V Mohawk onto the port at Radicatel, France, Oct. 10-13. It was the first time in 50 years that the U.S. military used a French port for moving equipment and supplies into Europe. (Courtesy photo)



American, Canadian, Ecuadorian Service Members Exchange Techniques for Medicine in a Tactical Environment

By Mass Communication Specialist 3rd Class Jailene Casso, Navy Public Affairs Support Element East

Ecuadorian service members demonstrate field medicine techniques during a multi-nation information exchange meeting on medicine in a tactical environment. (U.S. Navy photo by Mass Communication Specialist 1st Class Aaron Bewkes)

American, Canadian and Ecuadorian combat medics and hospital corpsmen gathered at a medical site, established by the hospital ship USNS Comfort (T-AH 20) in Esmeraldas, Ecuador, to teach each other the different methods that each country uses for medicine in a tactical environment, Oct. 27.

Participants included ten Ecuadorian service members, four U.S. Navy Sailors and one Canadian soldier.

One of the main points of the medical exchange covered the eight-step medical algorithm, "PMARCHHP" which stands for patient and provider safety, massive hemorrhage, airway, respirations, circulation, head trauma, hypothermia, and pain medication. All the countries involved follow PMARCHHP or have a similar algorithm for patient treatment.

U.S. Navy hospital corpsmen and doctors prepared a presentation for Ecuadorian soldiers, sailors and airmen that outlined the medical tactics and training that Sailors use to maintain medical readiness.

"These kinds of engagements are very important for the Navy and for the U.S. overall," said Cmdr. Rhonda Lizewski, training and readiness officer aboard Comfort. "They demonstrate our bilateral commitment to our partners and it's not just us teaching them something, but they are also teaching us."

The Ecuadorian service members also shared their medical knowledge and combat medic tactics with the involved partner nations.

"We are sharing our medical knowledge with each military here and I feel very grateful to be here representing my country," said Ecuadorian air force second sergeant, Luis Reyes Navia, from Esmeraldas, Ecuado, translated from Spanish.

Training alongside allies strengthens ties regardless of language or cultural differences. This was exhibited through the willingness to work together and learn from each other that everyone brought to the table.

"I'm happy to be here," said Canadian master corporal Kristian Tam, from Victoria, British Columbia. "It's always nice to see how other people work and get a different perspective."

After discussing medical tactics, the service members proceeded to demonstrate these techniques and train each other.

The exchange of medical techniques was one of many steps in strengthening relations amongst partner nations and their militaries.

Comfort is on an 11-week medical support mission to Central and South America as part of U.S. Southern Command's Enduring Promise initiative. Working with health and government partners in Ecuador, Peru, Colombia and Honduras, the embarked medical team will provide care on board and at land-based medical sites, helping to relieve pressure on national medical systems caused partly by an increase in cross-border migrants. The deployment reflects the United States' enduring promise of friendship, partnership and solidarity with the Americas.

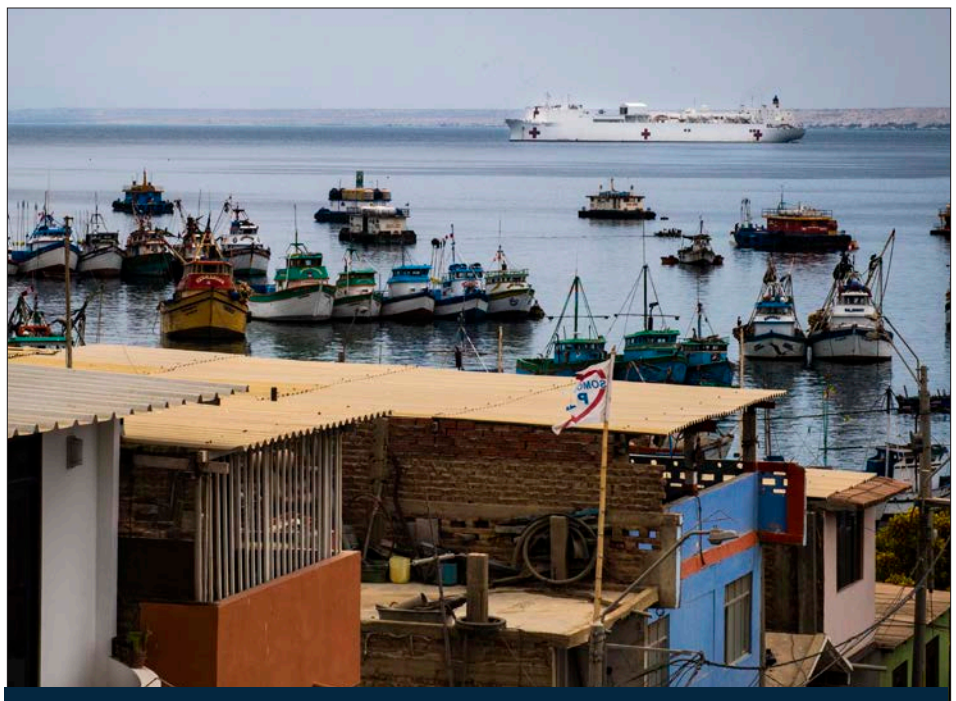
Canadian Forces Master Corporal Kristian Tam, discusses field medicine techniques during a multi-nation information exchange meeting on medicine in a tactical environment with American and Ecuadorian service members. (U.S. Navy photo by Mass Communication Specialist 1st Class Aaron Bewkes)

USNS Comfort Begins Mission in Peru

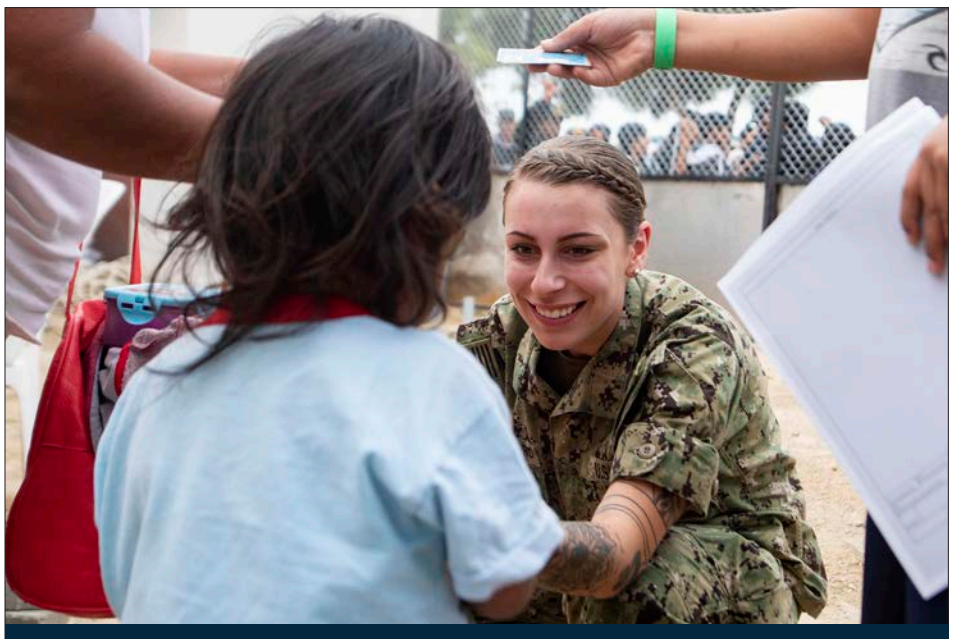
By Mass Communication Specialist Seaman J. Keith Wilson, U.S Fourth Fleet Public Affairs

A team comprised of more than 900 personnel, embarked aboard the hospital ship USNS Comfort (T-AH 20), commenced their second mission stop, in Paita, Peru, as part of U.S. Southern Command's Enduring Promise initiative, Oct. 30.

"This first day has been incredibly busy with setting up the site, unpacking equipment and conducting pre-surgical screenings, which were organized by the Ministry of Health," said Lt. Cdr. Peter McIntyre, officer-in-charge of the San Alfonso Medical Site. "Our partners, the Peruvian police, have been stellar in assisting with patient coordination at the site, and we have been working alongside Peruvian contractors to get both sites prepared for medical care later this week."



The hospital ship USNS Comfort (T-AH 20) is anchored off the coast of Peru during an 11-week medical support mission to Central and South America as part of U.S. Southern Command's Enduring Promise initiative. (U.S. Navy photo by Mass Communication Specialist 3rd Class Pat Morrissey)



Hospitalman Hannah Sullivanford, from Shrewbury, Mass., welcomes a patient at one of two medical sites. The hospital ship USNS Comfort (T-AH 20) is on an 11-week medical support mission to Central and South America as part of U.S. Southern Command's Enduring Promise initiative. (U.S. Navy photo by Mass Communication Specialist 3rd Class Devin Alexondra Lowe)

Medical personnel, including military, non-governmental organization volunteers and members from partner nations, began screening surgical patients Tuesday, Oct. 30. The two medical sites will be fully operational beginning, Nov. 1 and will continue seeing patients for five days.

"We have an incredibly robust team with a wide ranging portfolio of medical service offerings," said Capt. Kevin Buckley, commanding officer, Medical Treatment Facility aboard Comfort. "While Comfort is here in Paita this week, medical units will provide preventative medicine treatments, optometry, dermatology, women's health, adult medicine, pediatrics, and dental and surgical screenings to thousands of patients. Our medical team is organized, ready and always eager to help others in need."

Movement by Sea: Naval Beach Group 2 Provides In-Stream Maritime Prepositioning Force Offload Capabilities for Exercise Northern Screen

By Petty Officer 2nd Class Kenneth Gardner, Amphibious Construction Battalion TWO

After battling high winds and chilling rains, Naval Beach Group 2's (NBG-2) Naval Support Element (NSE) successfully completed its sea-based Maritime Prepositioning Force (MPF) offload of USNS 1st Lt. Baldomero Lopez (T-AK 3010) with the instream offload of a U.S. Marine Corps M1A1 Abrams tank onto a beach in Bogen, Norway, Oct. 23, 2018, as part of Exercise Northern Screen.

Northern Screen is a bilateral exercise involving the United States Marine Corps' Marine Rotational Force–Europe (MRF-E) and the Norwegian military, and is taking place in the vicinity of Setermoen, Norway, from Oct. 24 to Nov. 7, 2018, with the goal of improving the Marine Corps' readiness for contingency operations in the Nordic/Baltic region by working together with Norwegian forces.

With the completion of more than 300 shipboard crane lifts, the NSE, along with its component commands, Amphibious Construction Battalion 2 (ACB-2), Assault Craft Unit 2 (ACU-2), Beachmaster Unit 2 (BMU-2), and Naval Cargo Handling Battalion 1 (NCHB-1), was able to demonstrate the effective offload and movement to shore of over 1,200 tons of Marine Corps combat equipment by conducting Lift-on/Lift-off and using an Improved Navy Lighterage System (INLS) Causeway Ferry throughout the operations.

"Some MPF offloads are done pier side, the capability can most certainly be exercised that way," said Capt. Eric Anderson, the commodore of NBG-2 and the NSE commander. "But in many cases, the pier is not available or the water depth does not support a large MPF ship to come pier side in order to do so."

A MPF offload is a strategic power-projecting capability that allows the offload of combat equipment, and supplies at port or at sea in order to equip and sustain two Marine Expeditionary Battalions for 30 days. The Maritime Prepositioning Ships of the MPF are strategically forward deployed and provide geographic combatant commanders with persistent forward presence and rapid crisis response capabilities.

"This exercise provided us the opportunity to do an instream offload thus allowing us an excellent opportunity to exercise our capability in getting all the equipment aboard the ship ashore in order to build the combat power in support of the Marine Corps," said Anderson.

In order to accomplish this instream offload, Sailors from NCHB-1 used shipboard cranes to lower vehicles and equipment down to the causeway ferries, operated by ACB-2. Once loaded, the causeway ferries would then disembark the ship and make the three-mile open water transit to the beach.

As the causeway ferries approached the beach, Sailors from BMU-2 would then guide the causeway ferries to the designated beach offload positions. Once there, the causeway ferries would lower their bow ramps allowing the vehicles and equipment to disembark.

"All the Sailors involved did an absolutely fantastic job," said Anderson. "Everyone knew their jobs, their spirits were very high, and they performed well in a very unique environment."

Once the equipment was offloaded on the beach, Marines from the Arrival Assembly Operational Group (AAOG) marshaled the equipment and sent everything about an hour north to a Norwegian army base in Seteromeon. From there, the Marine Rotational Force-Europe (MRF-E) 19.1, participating in Exercise Northern Screen, will use the equipment during joint training exercises with the Norwegian army.

"In order to capitalize on the overall concept of MPF ops you have to practice," said Lt. Col. Brian Horvath, assistant officer in charge of the AAOG. "If you want to execute it during war time you have to practice it during peacetime by getting those reps and sets in by not only just doing pier side, but by being able to do the full capabilities of the ship and doing the instream offloads."

The U.S. has a long and close relationship with Norway on defense and security cooperation. Norway hosts many training opportunities or exercises with the U.S and other Allies' and partners' to support interoperability of forces. These exercises are defensive by nature, and are undertaken in order to secure the collective defense of Norway and the alliance.

"Training in the arctic circle is unique," said Horvath. "Not many people get to say that they have trained here, but being able to conduct these exercises in unfamiliar areas will pay huge dividends in the future. When we are called upon to go into new areas, we will be ready to go, and having shared these experiences with our Navy brothers and sisters is in invaluable.

Sailors assigned to Naval Cargo Handling Battalion 1 (NCHB-1) use a shipboard crane to lower a U.S. Marine Corps M1A1 Abrams tank down to an Improved Navy Lighterage System (INLS) Causeway Ferry, operated by Amphibious Construction Battalion 2 as part of the Maritime Prepositioning Force (MPF) offload of USNS 1st Lt. Baldomero Lopez (T-AK 3010) during Exercise Northern Screen in Bogen, Norway. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenneth Gardner)

Ecuadorian Minister of Defense Visits USNS Comfort

By Mass Communication Specialist Seaman J. Keith Wilson, U.S Fourth Fleet Public Affairs

As part of its partnership with Ecuador, the hospital ship USNS Comfort (T-AH 20) hosted officials from the government of Ecuador during the ship's medical assistance visit, Oct. 22.

Ecuadorian Minister of Defense, Oswaldo Jarrin, and U.S. Ambassador to Ecuador, Todd C. Chapman, were among the distinguished visitors aboard Comfort for a tour of the ship's medical facilities and a meeting with senior leadership. Both officials, along with Rear Adm. Sean Buck, commander, U.S. 4th Fleet, made remarks during a press conference held aboard the ship.

"The U.S. Navy hospital ship Comfort begins its medical support for the people of Ecuador, our first mission stop of five, over an 11-week period, here, in the Southern hemisphere," said Buck. "Working with health and government partners in Ecuador, the embarked medical team will provide care onboard this ship, as well as at two sites ashore."
During the conference, the Ecuadorian officials and Buck discussed Comfort's mission in Ecuador.

"This deployment represents the United States' enduring promise to the peoples of Ecuador and other Latin American nations of our friendship, our partnership and our solidarity," added Buck. "This mission will enable us to strengthen ties in support of our enduring partnerships with the people of Central and South America. It is a partnership that will enhance our shared values, interests, and community, and a commitment to unity, security and stability in the region."

Ecuadorian Minister of Defense Oswaldo Jarrin speaks during the opening ceremony at one of two medical sites stood up by the crew of the hospital ship USNS Comfort (T-AH 20) during the ship's assistance visit. to Ecuador. (U.S. Navy photo by Mass Communication Specialist 2nd Class Benjamin T. Liston/Released)

USNS Joshua Humphreys Excels at First Ever, Short-notice Material Readiness Inspection

A pier side view of Military Sealift Command's fleet replenishment oiler USNS Joshua Humphreys (T-AO 188) at Naval Station Norfolk, Nov. 1. (U.S. Navy photo by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's fleet replenishment oiler USNS Joshua Humphreys (T-AO 188) successfully completed the first ever, short-notice Ships Material Assessment and Readiness Testing (SMART) inspection, Oct. 15.

Military Sealift Command's ships undergo SMART inspections to ensure their material conditions meet the standards required to qualify the vessels as operationally ready. These inspections take place every five years and when a short-notice inspection is deemed appropriate.

"A SMART inspection is a snap-shot in time of a ship's material condition which evaluates how all of a vessel's systems and equipment are functioning," said Capt. Zachary Daniels, USNS Joshua Humphreys' ship's master. "The SMART inspection compares the current material condition with the condition the ship was in when it was first built."

Normally, SMART inspections are conducted every five years. When a ship undertakes a short-notice SMART inspection, the crew receives a 30-day notice prior to the evaluation beginning.

"USNS Joshua Humphreys was the first MSC ship to be subject of a short-notice SMART inspection," according to Daniels. "Usually a ship spends many months preparing for a SMART inspection. We were informed that we were going to host the inspection and we had 30 days to make sure everything aboard was 'squared away' and to present any concerns to the inspection team."

SMART inspections are conducted by the U.S. Navy's Board of Inspection and Survey (INSURV). The inspection team for USNS Joshua Humphreys included senior U.S. Navy officers and civil service mariners and civilian subject matter experts.

"Our SMART inspection was an 'as-is' evaluation of the ship and provided U.S. Navy leadership with an assessment of Joshua Humphrey's ability to perform its mission in both times of war and peace," said USNS Joshua Humphrey's Chief Engineer Cliff Bard. "We are very focused on being able to operate our ships in a contested maritime environment and SMART inspections ensure we are doing what we need to do in terms of material readiness. We have to make sure we are able to provide the warfighter with a ship which is capable of performing the tasks that they need."

USNS Joshua Humphreys made huge strides during their recent SMART inspection when compared with previous evaluations.

"USNS Joshua Humphreys was unable to pass SMART inspections in 2015 or 2016 and were unable to perform a full SMART inspection in 2017," said Bard.

"In a relatively short period of time, we have made huge improvements, from top to bottom, of the ship's material readiness," said Bard. "We run USNS Joshua Humphreys to be SMART compliant 24 hours a day, seven days a week. Our goal is to always be inspection ready."

In order for an MSC ship to pass its SMART inspection it must earn an overall score of no less than 59. Also the ship must have zero oil or fuel leaks and zero safety discrepancies. USNS Joshua Humphrey's earned an overall score of 97 on its short-notice SMART inspection.

"When we receive the short-notice SMART inspection notification, there were a few raised eyebrows as we didn't know there was anything other than the typical five-year inspection," said Bard. "But we did not panic. We did not start working odd, crazy hours to get the ship ready; because we knew we were already ready."

A SMART inspection involves evaluating every system and all equipment aboard a ship.

"The inspectors evaluated and tested everything," said Bard. "The inspection included checking out damage control equipment, propulsion, the anchors, the Hazardous Material Program (HAZMAT) and underway replenishment stations."

Bard provided recommendations for the other ships in MSC's fleet which are subject to scheduled and short notice SMART inspections.

"We use the philosophy of Assess, Document, Repair and Maintain when executing our material readiness efforts," said Bard. "Think about managing material readiness like you do your personal checking account. Something 'is' going to go wrong and you won't know it without checking it regularly. And when you do find something wrong, get it repaired immediately. Once it is fixed, take care of it to make sure it stays that way."

With the SMART inpection complete, USNS Joshua Humphtreys is going to provide regional logistical support before deploying overseas next year.

"The crew is the heart of the ship and they are the reason we did so well on this inspection," according to Bard. "The crew's proactive mindset ensures that USNS Joshua Humphreys is always ready."

Undersea Rescue Command Completes Exercise

By Lt. Courtney Callaghan, Commander, Submarine Squadron 11

Undersea Rescue Command (URC) and the Virginia-class fast-attack submarine USS Texas (SSN 775) completed a submarine rescue exercise Oct. 27-31, at the Navy's Southeast Alaska Acoustic Measurement Facility (SEAFAC) off the coast of Ketchikan, Alaska.

"The exercise demonstrated the Navy's ability to conduct an underwater rescue of a submerged submarine in an unfamiliar environment," said Cmdr. Michael Eberlein, commanding officer of URC. "Additionally, this shows the Navy's ability to render aid to distressed submariners from any nation that requests our assistance."

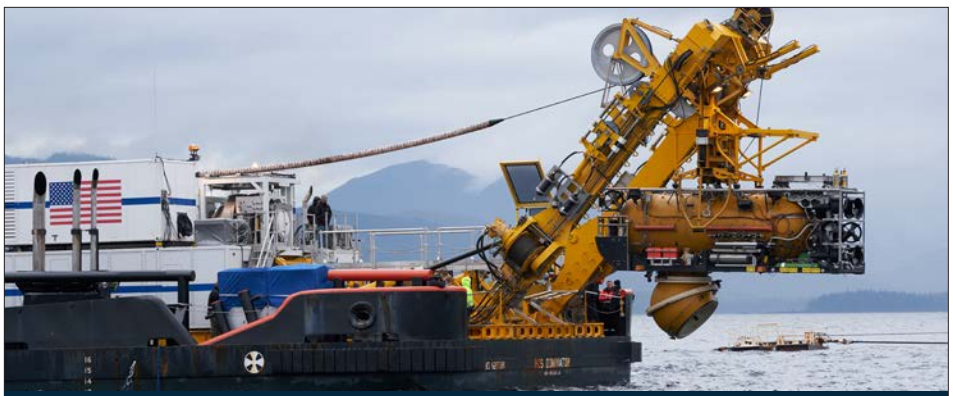
Akin to Humanitarian Aid/Disaster Response (HA/DR) missions, Submarine Escape and Rescue assistance can provide an ability to help those in times of need. URC and the international rescue community works closely to provide expedient rescue assistance to distressed submarines of any nation.

"Mobilizing from San Diego to Ketchikan helped us confirm our procedures which were used during the 2017 search for a distressed Argentinian submarine," said Capt. Chris Cavanaugh, Commander, Submarine Squadron 11. "We are further refining techniques we will use when we deploy to help our allies and partners in real-world emergencies."

The exercise consisted of three phases. The first took place in Anacortes, Washington, where URC completed a timed mobilization of the Submarine Rescue Diving and Recompression System (SRDRS) aboard the Military Sealift Command-chartered merchant vessel HOS Dominator. SRDRS consists of the Pressurized Rescue Module (PRM) and associated control and support systems. The PRM is a remotely operated submarine rescue vehicle capable of diving to depths of 2,000 feet and mating with a disabled submarine to rescue up to 16 personnel at a time.

The second phase was the rescue portion in which the PRM completed an open-hatch mating with Texas submerged in the SEAFAC Static Site.

"The crew's performance was exceptional. They demonstrated not only their ability to rapidly mobilize the system but also their readiness to respond to the unexpected challenges of a submarine rescue," said Eberlein.



Military Sealift Command-chartered merchant vessel HOS Dominator deploys Undersea Rescue Command's (URC) Pressurized Rescue Module (PRM) to conduct a mating with the Virginia-class fast-attack submarine USS Texas (SSN 775) . (U.S. Navy photo by Monica McCoy)

America's Workforce: Empowering All

By Bill Mesta, Military Sealift Command Public Affairs

Michael Davis, a civilian teammate attached to the U.S. Air Force Air Combat Command, addresses service members and civilian teammates during Military Sealift Command's special observance for National Disability Employment Awareness Month which was held on board Naval Station Norfolk, Oct. 30.
(U.S. Navy photo by Bill Mesta)

Service members and civilian teammates attached to Military Sealift Command gathered on board Naval Station Norfolk for a special observance to recognize National Disability Employment Awareness Month, Oct. 30.

National Disability Employment Awareness Month is held annually to recognize the significant contributions of American workers with disabilities make each day.

"National Disability Employment Month is an opportunity to re-affirm U.S. Department of Defense's commitment to recruit, retain and advance individuals with disabilities throughout our workforce and to recognize the important contributions disabled civilians make each and every day," said Information Systems Technician Second Class Michelle Gonzalez, the mistress of ceremonies for the special observance.

"By increasing awareness for all members of our workforce we are building a culture which embraces diversity and equal opportunity," said Gonzalez. "People with disabilities represent an untapped pool of skills that can enhance business," said Gonzalez. "However, people with disabilities frequently face great barriers in the workplace which often prevent a significant portion of our population from contributing to our economy."

Michael Davis, the guest speaker for the special observance, is a contract specialist currently serving with the U.S. Air Force Combat Command. He is impacted by blindness in his left eye and only has slight light perception in his right eye.

According to Davis, he overcame numerous barriers growing up because of his disability including cumbersome specialized learning material, a lack of school staff who were experienced at working with the disabled and bullies.

"No matter what barriers have been placed in my path, I have been able to overcome due to my belief that I can do anything I set my mind to," said Davis.

In addition to being a successful professional, Davis is the treasurer of the Tidewater Chapter of the National Federation of the Blind and a runner for Team Hoyt Virginia Beach Ainsley's Angles of America where he runs marathons pushing people with disabilities.

"This year's theme (for National Disability Employment Awareness Month) is 'America's Workforce: Empowering All'," according to Gonzalez. "National Disability Employment Month began in August 11, 1945 with the signing of Presidential Proclamation 2664 which states, 'whereas the people of the people of this National are determined to foster an environment in which those of their fellow citizens who have become physically handicapped can continue to make their rightful contribution to the work of the world and can continue to enjoy the opportunities and rewards of that work'."

The Flu: What to Do If You Get Sick

The Center for Disease Control

Flu Symptoms

Flu can cause mild to severe illness, and at times can lead to death. Flu is different from a cold. Flu usually comes on suddenly. People who have flu often feel some or all of these symptoms:

- fever*
- cough
- sore throat
- runny or stuffy nose
- body aches
- headache
- chills
- fatigue
- sometimes diarrhea and vomiting

*It's important to note that not everyone with flu will have a fever.

What should I do if I get sick?

Most people with the flu have mild illness and do not need medical care or antiviral drugs. If you get sick with flu symptoms, in most cases, you should stay home and avoid contact with other people except to get medical care.

If, however, you have symptoms of flu and are in a high risk group, or are very sick or worried about your illness, contact your health care provider (doctor, physician assistant, etc.).

Certain people are at high risk of serious flu-related complications (including young children, people 65 and older, pregnant women and people with certain medical conditions). This is true both for seasonal flu and novel flu virus infections. If you are in a high risk group and develop flu symptoms, it's best for you to contact your doctor early in your illness. Remind them about your high risk status for flu. CDC recommends that people at high risk for complications should get antiviral treatment as early as possible, because benefit is greatest if treatment is started within 2 days after illness onset.

Do I need to go the emergency room if I am only a little sick?

No. The emergency room should be used for people who are very sick. You should not go to the emergency room if you are only mildly ill.

If you have the emergency warning signs of flu sickness, you should go to the emergency room. If you get sick with flu symptoms and are at high risk of flu complications or you are concerned about your illness, call your health care provider for advice. If you go to the emergency room and you are not sick with the flu, you may catch it from people who do have it.

What are the emergency warning signs of flu sickness?

In children:

- Fast breathing or trouble breathing
- Bluish skin color
- Not drinking enough fluids
- Not waking up or not interacting
- Being so irritable that the child does not want to be held
- Flu-like symptoms improve but then return with fever and worse cough
- Fever with a rash

In addition to the signs above, get medical help right away for any infant who has any of these signs:

- Being unable to eat
- Has trouble breathing
- Has no tears when crying
- Significantly fewer wet diapers than normal

In adults:

- Difficulty breathing or shortness of breath
- Pain or pressure in the chest or abdomen
- Sudden dizziness
- Confusion
- Severe or persistent vomiting
- Flu-like symptoms that improve but then return with fever and worse cough

Are there medicines to treat the flu?

Yes. There are drugs your doctor may prescribe for treating the flu called "antivirals." These drugs can make you better faster and may also prevent serious complications..

How long should I stay home if I'm sick?

CDC recommends that you stay home for at least 24 hours after your fever is gone except to get medical care or other necessities. Your fever should be gone without the need to use a fever-reducing medicine, such as Tylenol®. Until then, you should stay home from work, school, travel, shopping, social events, and public gatherings.

CDC also recommends that children and teenagers (anyone aged 18 years and younger) who have flu or are suspected to have flu should not be given Aspirin (acetylsalicylic acid) or any salicylate containing products (e.g. Pepto Bismol); this can cause a rare, very serious complication called Reye's syndrome.

What should I do while I'm sick?

Stay away from others as much as possible to keep from infecting them. If you must leave home, for example to get medical care, wear a facemask if you have one, or cover coughs and sneezes with a tissue. Wash your hands often to keep from spreading flu to others.

Navy Divers Recover Oil, Continued from page 1

"After placing nine mooring anchors to hold both vessels over the wreck, the diving team began drilling holes on precise locations on top of each oil tank, a process called 'hot tapping'."

"Hot tapping allows us to safely tie into the many tanks without leakage by creating a secure opening to place the valve, hot tap machine and pipe for pumping from the highest point on the tank," said Emge. "We were able to successfully, and most importantly safely, conduct over a hundred hot taps throughout the operation."

As follow-on oil sampling were conducted aboard Salvor, the removed fuel oil was pumped aboard Humber for to be transported away from the ship-wreck.

"Everything went very well, and I am very happy to have been part of this experience," said Capt. Allan Rudy, master of Humber. "This was a new experience for me and the multinational crew, and we look forward to working together again in the future."

After the application of double barrier protection on the hull of the vessel to ensure no potential leakage, the diving team conducted several community relations activities including a team-building run and beach cleanup on Enubuj Islands and a show-and-tell demonstration at the Kwajalein Atoll High School.

"The team worked tirelessly, and I am proud to have been part of this amazing experience as we were able to see history first-hand and connect with the local communities," said Emge. "We remain motivated and look forward to exercises and operations with partner nations across the region in the near future."

The U.S. Navy and U.S. Army continue to work with local populations across Kwajalein Atoll.

Kwajalein Atoll is home to the radar, optics, telemetry and communications equipment for ballistic and missile interceptor testing and space operations support from the Ronald Reagan Ballistic Missile Test Site.

The Reagan Test Site belongs to the U.S. Army Space and Missile Defense Command/ Army Forces Strategic Command's Technical Center. The USASMDC/ARSTRAT commanding general, Lt. Gen. James H. Dickinson, was a strong advocate for the fuel oil removal, and a key player in securing the necessary funding to move forward once Congress directed it under the National Defense Authorization Act.

Along with aid provided through the Compact of Free Association, U.S. Navy Seabees from Naval Mobile Construction Battalion 1 Construction Civic Action Detail Marshall Islands are currently deployed throughout the Kwajalein Atoll to support critical regional projects.

The Power of Presence

Lt. Cmdr. Vito Crecca, MSC Command Chaplain

It was my first Christmas as a Chaplain. I was working with a Seabee unit out of California and the phone rang. It was barely midnight. "We need you Chaps, there's a sailor who just came home to see his wife commit suicide"

I threw on my dress uniform and prayed. I prayed that I would find the words… eloquent words…that would bring comfort and peace and hope.

I rushed to the scene, police and sirens and ambulances everywhere. The sailor was right there, on the lawn, holding his newborn baby.

I stood next to that young man as Christmas day dawned, tears falling, shoulders quivering, my prayer for the perfect sentence remained unanswered.

I was reminded of that day when I opened a holiday card I received. It's the same one I receive every year about this time, from that same sailor.

The simple handwritten line:

"Thank you for knowing what to say that terrible night. Merry Christmas Chaps"

I never said a word.

Let us look for the opportunity this Holiday season to stand with those around us.

The power of your presence is greater than you think...no words necessary.

We stand with you,
MSC Chaplain
757-443-3973

ANYDAY

Chief Information Systems Technician Rachel Myles, assigned to Military Sealift Command, rings a bell at the 100th anniversary of the World War I Armistice ceremony held on board Naval Station Norfolk, Nov. 9. To mark the anniversary, a bell was tolled in remembrance of those who served in World War I. The tolling of bells is a traditional expression of honor and remembrance, and the Bells of Peace is a national event to honor the 116,516 Americans who died and more than 200,000 who were wounded in the Great War. (U.S. Navy photo by Brian Suriani)

Recent Fallen Mariners of MSC

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

Captain J. Rogers
Source: The Mast, September 1948

AB Alan Mark Horowitz
MSC Service:
March 25, 2003 - October 17, 2018

AB Corey Merchant
MSC SERVICE:
December 12, 2005 - October 18, 2018

Next Issue: USNS Fall River

SEALIFT

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