July 2020

SEALIFT

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

Ens. Kyle Dietz, a U.S. Navy Reserve Strategic Sealift Officer serving as 3rd mate aboard the Military Sealift Command fleet tug USNS Sioux (T-ATF 171), conducts small boat operations outside Pearl Harbor. Dietz, a licensed civilian mariner, was activated for COVID-19 response to ensure Military Sealift Command can continue to provide seamless mission support to fleet operations worldwide. (U.S. Navy photo by Ens. Christian Morris)

Military Sealift Command Strategic Sealift Officers Augment Crews During COVID-19 Pandemic

By Sarah Burford, Military Sealift Command Pacific Public Affairs

Ens. Christian Morris, Navy Reserve Strategic Sealift Officer serving as 3rd Assistant Engineer aboard the Military Sealift Command fleet tug USNS Sioux (T-ATF 171), fabricates parts for the ship under the guidance of Engine Utility Nelson Miraflor, a civilian crew member. (U.S. Navy photo by Lt. Daniel Ahern)

As Military Sealift Command continues to adapt to the COVID-19 pandemic, 17 Strategic Sealift Officers (SSO) have stepped up to augment MSC's Civilian Mariner (CIVMAR) crews aboard seven ships in the Pacific area of operations.

In late March, as the COVID-19 Pandemic began to affect CIVMARs' ability to transition to jobs aboard MSC ships, Rear Adm. Michael Wettlaufer, commander, MSC, gave the SSO community the opportunity to fulfill the community's wartime mobilization role of augmenting MSC ships. In support of MSC's efforts, SSOs are currently serving in positions ranging from medical service officers to third mates, third assistant engineers, refrigeration engineers, augment mates and augment engineers.

Unlike most U.S. Navy Reserve officers, SSOs hold a current U.S. Coast Guard Merchant Mariner's license as a mate (unlimited tonnage) or engineer (unlimited horsepower). Most work in the commercial maritime world, when they are not fulfilling their Navy reserve commitments. Because of this, they are able to step into a CIVMAR job on an MSC ship almost immediately after reporting aboard.

On the fleet ocean tug USNS Sioux (T-ATF 171), in Hawaii, the five SSOs currently augmenting the crew, went to work immediately, serving as general watch officers and in the engineering department.

"Our watch standers went right to work. They didn't shadow anyone to learn the job, they just stepped right into the job," explained Capt. Joel Bruce, Sioux's civil service master. "With the engineers, we are very fortunate to have them aboard. We need a certain number of engineers to sail, per the Coast Guard, and the SSO's have provided those numbers so that we can get underway and do our missions."

While the SSO community has previously supported Department of Defense and Navy missions as officers, it is rare that they actually utilized their Merchant Mariner's license during their service. That is what makes the COVID-19 support so unique. The SSOs supporting the COVID-19 response are sailing on their license, in a billet on a MSC vessel, or they are augmenting the crew on a MSC vessel. This hasn't happened since Operation Desert Storm/Desert Shield in the early 1990s.

Every SSO currently serving on MSC ships is a volunteer. When the call went out for support, 82 SSOs responded. Many coming directly from their civilian jobs where they work in a variety of jobs such as chief mates and

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Message From 77th Secretary of the Navy

By Secretary of the Navy Kenneth J. Braithwaite

(U.S. Navy file photo)

To Sailors, Marines, and all men and women of the Department of the Navy serving across this great world: Today marks the honor of my life, taking the oath of office to become the 77th but more importantly...Your Secretary of the Navy.

I am incredibly humbled to stand before You, the greatest Navy and Marine Corps in the world to accept this responsibility. For nearly 35 years, I like you have served Our country; first as a U.S. Naval officer deploying around the world to include sailing into "Harms Way" and most recently as our U.S. Ambassador to Norway, a nation important to our national security. Never have I ever doubted why we serve...to protect and defend the greatest nation on earth...the United States of America!

For more than two centuries the Department has exemplified the strength and resilience of the nation we represent. Through tragedy and triumph, in both peace and in war, the source of our strength has been three simple but extremely powerful words: Honor, Courage, and Commitment.

As each of you know, they must be our guide stars as we navigate challenges around the globe. We can never forget that they are written in the blood of those who sailed before us, from John Paul Jones to Doris Miller; from Grace Hopper to Jason Dunham, all part of a formidable anchor chain of service through which each of You is an important part.

Make no mistake, we face significant challenges today. Our Nation is up against perhaps the greatest test of our commitment to the ideals we hold dear than at any time in our history...surely since the end of World War II. We must recognize this challenge for all it is and all it presents, lurking in the shadows of deceit or the depths of dishonesty. However, our Navy and Marine Corps have faced tough times before. Each time we have prevailed and we will persevere again. It is our sacred duty and we shall do so by relying on Our core values, the bedrock of Our service and the key to Our success: Honor, Courage, and Commitment.

The object of success for our service is simple: American Seapower. America always has been and always will be a maritime nation. America and our principles of freedom rely on seapower delivered by a strong and capable Navy and Marine Corps. Each of You provides that power through Your actions each day -- actions that demonstrate our resolve to place service above self.

I look forward to the days ahead to do all I can on your behalf, ensuring that you have the opportunity to thrive and succeed in your service to Our Nation. American Seapower will continue to defend Our Nation, and American Seapower will continue to preserve peace while deterring any and all that would challenge our way of life. And when or if we find it necessary, American Seapower WILL decisively win in battle which is our solemn duty because there can be no alternative.

Please accept my personal appreciation which I sincerely send to every one of you for your selfless service, your devotion to duty and for your Honor, Courage, and Commitment. I am privileged to stand with you, the greatest Navy and Marine Corps the world has ever known in your service to the People of America. Godspeed to You and us all in this Great Endeavor!

National Maritime Day: Merchant Mariners of Military Sealift Command

From Military Sealift Command Public Affairs

> *"The Merchant Marine Service has repeatedly proved its right to be considered as an integral part of our fighting team. Its efforts have contributed in great part to our success."*
>
> -Fleet Admiral Chester W. Nimitz, April 23, 1944

National Maritime Day is celebrated each year to recognize one of our country's most important industries, and honor the sacrifices of past and present U.S. merchant mariners. President Franklin D. Roosevelt proclaimed Maritime Day in 1933, to commemorate the first steam-assisted Trans-Atlantic crossing by SS Savannah on May 22, 1819.

The merchant mariners of Military Sealift Command (MSC) have been a driving force for the U.S. Navy since the inception of the command as Military Sea Transportation Service (MSTS) on Oct. 1, 1949. Currently, MSC is the largest employer of U.S. merchant mariners in the United States, and works with the U.S. Maritime Administration, industry and maritime academies to ensure a viable U.S. Merchant Marine workforce.

"Our nation is proud of our 5,400 MSC mariner shipmates with a majority currently serving at sea. In peacetime, during conflict, responding to natural disasters and now during this global pandemic, our Mariners and their teammates ashore remain steadfast and committed to provide agile logistics to our Navy, support joint warfighters forward and help defend our nation," said Rear Adm. Michael Wettlaufer, Commander, Military Sealift Command.

President Roosevelt highly regarded the American merchant mariner, quoting in 1944, "It seems to me particularly appropriate that Victory Fleet Day this year should honor the American Merchant Marine. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous transportation job ever undertaken."

The Mariners of Military Sealift Command continue to stand the watch as they have since the inception of Military Sea Transportation Service (MSTS) on Oct. 1, 1949. Through World War II, the Korean War, Vietnam, the Gulf War, Desert Storm, Hurricane Katrina, 9/11, Operation Enduring Freedom, aid in the COVID-19 pandemic, and countless humanitarian missions, our mariners continue to deliver agile logistics to our Navy, and support the mission of joint warfighters worldwide.

Today, the merchant mariners of MSC continue their devotion to the warfighter during peace and at war, as they have for the past 50 years.

Military Sealift Command is responsible for 125 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea perform a variety of support services, and move military equipment and supplies to deployed U.S. forces around the world.

(U.S. Navy photo illustration by Brian Suriani)

For More Information About Military Sealift Command Visit us at www.msc.navy.mil

Military Detachment Sailor Qualifies as Enlisted Surface Warfare Specialist aboard USNS Carson City

By Travis Weger, Military Sealift Command Europe and Africa

Culinary Specialist 2nd Class Robert Veillette, assigned to the military detachment (MILDET) aboard USNS Carson City (T-EPF 7), recently qualified as an Enlisted Surface Warfare Specialist (ESWS) aboard the expeditionary fast transport ship.

Veillette, a U.S. Navy Reservist with Navy Operational Support Center Tucson in Arizona, has been in the Navy for six years and is on his first deployment.

"I am very proud of Veillette," said the Military Detachment Officer-in-Charge, U.S. Navy Capt. Matthew Harper. "The civilian mariners deserve a lot of credit for this, they put forth a lot of great effort into helping with this achievement."

CIVMARS and MILDET worked together to explain fundamentals in deck, supply, operations, communications, navigation, engineering, damage control and several other crucial areas. Licensed officers provided training and context for qualifications and gave walk-throughs by providing in-depth knowledge and hands-on training to the equipment that make Carson City operational.

"I was very pleased to see other members of crew take the time to help him attain this qualification," said Capt. Matthew Salas, Master of USNS Carson City. "He's been a very welcome addition, contributing in any way he could. I could see that he was committed."

The ESWS program is designed to teach Sailors the basics of every department aboard a ship to enhance warfighting capabilities. It gives an opportunity to reach beyond their workspaces and understand the basics of the platform they work on.

To enroll in the ESWS program, Sailors music qualify in basic maintenance, watch standing and damage control. Once initial qualifications are completed, they learn fundamentals of each department, getting signatures in a personnel qualification standard workbook. After the PQS workbook is signed off, they take a written test and are interviewed by a pre-board.

The final part of the process is an arduous, hours-long board with shipboard subject matter experts. The purpose is to demonstrate understanding and mastery of the subject matter.

Veillette sat in front of the board and answered pre-approved questions demonstrating how every department works together to maintain and operate the ship.

"The CIVMAR community has been nothing short of excellent and welcoming in their ability to teach others about this unique ship," said Veillette.

The ESWS program was created as a partnership between USNS Trenton and Carson City. Military leadership on both vessels came together to craft material specific to the Expeditionary Fast Transport ships, creating test questions, oral boards and best practices.

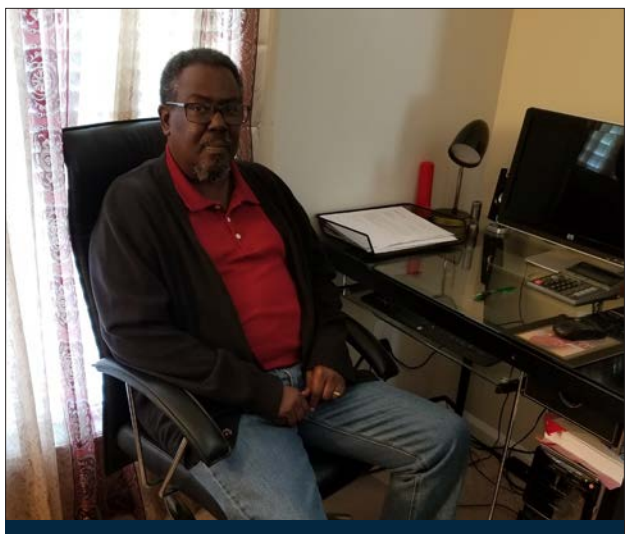
"The ability for CIVMARS and MILDET to work together speaks to the strong partnership between Military Sealift Command and U.S. Navy," said Commodore, Military Sealift Command Europe and Africa (MSCEURAF) and Commander, Task Force 63 (CTF-63) Capt. Frank Okata. "This demonstrates our commitment and flexibility to professional development. I am very proud of Petty Officer Veillette for qualifying as an Enlisted Surface Warfare Specialist."

Military Detachment Officer-in-Charge, U.S. Navy Capt. Matthew Harper and Master of USNS Carson City, Capt. Matthew Salas congratulate Culinary Specialist 2nd Class Robert Veillette on his award. (U.S. Navy photo by Travis Weger)

The BIG3 Deliver On-time, Mission Essential Services, Amid COVID-19 Crisis

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs

When you think of National Basketball Association trios, the BIG3s, who comes to mind? I pick the 1995-1996 Chicago Bulls, 72-win season, with Michael Jordan, Scottie Pippen, and Dennis Rodman. What made this trio a winning combination is simple. First, they each played their roles on the court to perfection. Jordan was the premier scorer and perimeter defender. Pippen was the point forward who ran and defended the ball exceptionally well, and Rodman, known as the King of the Boards, was revered for his heart, hustle, and hard work. Second, their mental toughness to stay focused and in the moment, despite facing tough times, was second to no team.



Lawrence Dowsing is a marine transportation specialist at Military Sealift Command Atlantic's Jacksonville port office in Florida. (U.S. Navy courtesy photo)

Championship-caliber trios are not just in sports; they are also found in the workplace. Does your workplace have a Jordan, Pippen, and Rodman on its roster; individuals who on their own are great but become greater assets for the organization when they are able to blend their individual talents and personalities to the combined talents and personalities of the team's? Individuals who are able to jell together under normal circumstances and stick together like glue amid a crisis, like COVID-19?

My BIG3 pick goes to Marine Transportation Specialists (MTS) Dean Doolittle, Scott Denney, and Lawrence Dowsing. Watching this trio run Military Sealift Command-Atlantic's Jacksonville port (JAX) office in Florida is reminiscent of watching Jordan, Pippen, and Rodman run the triangle offense; a seamless strategy in basketball that when executed well is poetry in motion.

The trio's seamless strategy of combining their individual talents and personalities to that of the team's has annually paid off in spades at JAX's 24 hours a day, seven days a week operation, supporting a variety of ships from several MSC programs including the Combat Logistics Force, Prepositioning, Strategic Sealift program, and Special Mission program. Supported by the consistent contributions of their administrative staff, the BIG3 had a phenomenal 2019 season, servicing 25 MSC ships, which included a load of 6,271 pieces of an estimated 907,370 square feet of military vehicles, aircraft, and equipment. JAX's total annual square footage is close to 16 NFL football fields.

While the loading and unloading of massive equipment and rolling vehicles has its challenges, the bond they share is never taxing, Doolittle said. "The fact that we are all retired Marines, with 70 years of military experience between us, and now MSC civilians at JAX, with a combined total of 23 years of experience, has been the driving force behind our continued success and enduring friendships." Both Denney and Dowsing also contribute the team's success to the trio being "like minded, mission orientated, and dedicated self-starters."

If you haven't figured it out yet, Doolittle, Denney, and Dowsing are three of MSCLANT's front-line heroes. They are the mission critical employees who continue to report to work in order to keep Jacksonville's port office afloat during the COVID-19 crisis that has swept the nation in 2020.

Scott Denney is a marine transportation specialist at MSCLANT's Jacksonville port office in Florida. (U.S. Navy courtesy photo)

Unlike many Florida residents who were ordered on the 3rd of April to stay at home by Governor Ron

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Reversing Roles during Unconventional Times: U.S. Navy Ships Support Military Sealift Command

By Lt. j.g Kristen Devereaux, CTF-63 and Travis Weger, MSCEURAF Public Affairs

Military Sealift Command Supply-class fast combat support ship USNS Supply (T-AOE 6), which typically provides support to U.S. Navy and allied ships, is resupplied by Arleigh Burke-class guided-missile destroyer USS Donald Cook (DDG 75). This is the first time in MSC and 6th Fleet history that U.S. Navy ships have resupplied a Military Sealift Command ship. (U.S. Navy photo)

For the first time in Military Sealift Command and the U.S. 6th Fleet's history, MSC's fast combat support ship USNS Supply (T-AOE 6), which typically provides support to U.S. Navy and allied ships through rapid refueling and replenishment-at-sea, was resupplied by U.S. Navy combatant ships, May 1.

With guidance from Logistics Specialists at Task Force 63, Arleigh Burke-class guided-missile destroyers USS Porter (DDG 78), USS Roosevelt (DDG 80) and USS Donald Cook (DDG 75) delivered fruits and vegetables, foul-weather gear, mail and milk to Supply during multiple RASs in the Mediterranean and North Seas.

"In my 30 years in the Navy, I have never seen a DDG deliver fresh milk to a combat logistics force ship," said CTF-63 Logistics Director Cmdr. Romeo Bautista. "The current challenges and restrictions brought by the COVID-19 global pandemic are providing ample opportunities for logisticians and warfighters to think outside of the box to ensure uninterrupted logistics support in the 6th fleet AOR."

Operating during the COVID-19 environment has presented unique challenges to resupplying ships. Supply was faced with multiple, sudden schedule changes, which caused missed and canceled opportunities to fully replenish while in port.

"It was definitely an interesting situation being on the other end of the wire," said USNS Supply Second Officer Tegan Church. "The crew of Supply is extremely grateful for what the DDG's and logistics teams were able to accomplish for us."

"Even though our job is to support them," continues Church, "it gives me a warm fuzzy knowing that they are here to supply us too."

Although the fleet has become accustomed to support from MSC, this provided an opportunity for the fleet to demonstrate its flexibility and how they can work together regardless of class or mission type.

MSC and U.S. Naval Forces worked together to develop the approach to provide support to Supply while at sea. Several methods were explored and the approach of using the DDGs was selected.

"Looking at the schedule, I knew we needed to be creative," said CTF-63 Logistics Specialist 2nd Class Emily Bongolan. "Supply had been doing everything they could and due to the current environment were unable to receive everything they need. I wanted to make sure they were priority, we worked hard for them like we would with any of our ships."

Vastly smaller in size, DDGs are not typically equipped to provide supplies to other ships, so storage space was created to hold the provisions for Supply.

The resupply happened through coordinated teamwork between logistics teams at CTF-63, Supply and the DDGs. Donald Cook picked up milk and had extra fruits and vegetables aboard, Porter picked up mail and Roosevelt picked up foul-weather gear. Goods were delivered to Supply by a connected replenishment and helicopter in a vertical replenishment.

"Not only was the fresh food and foul weather gear greatly appreciated, but the mail was a definite morale booster for the crew," said Church.

"This truly shows the flexibility of Military Sealift Command and Task Force 63," said Commodore, Military Sealift Command Europe and Africa and Commander, Task Force 63 Capt. Frank Okata. "We are able to think through problems and come up with outstanding solutions. I am proud to be working with a talented group of Sailors and civilians who are able to come up with unique results like this."

MSC, which operates approximately 125 naval auxiliary civilian-crewed ships, replenishes U.S. Navy ships, strategically prepositions combat cargo at sea and moves military cargo and supplies used by deployed U.S. forces and coalition partners around the world.

Montgomery, Cesar Chavez Operate in South China Sea

By Lt. Lauren Chatmas, Destroyer Squadron Seven Public Affairs

The Independence-variant littoral combat ship USS Montgomery (LCS 8) and the Lewis and Clark-class dry cargo ship USNS Cesar Chavez (T-AKE 14) conducted presence operations in international waters and airspace near Panamanian flagged drill ship, West Capella, May 7.

Through continued operational presence in the South China Sea, the U.S. Navy supports transparency, the rule of law, freedom of navigation and overflight, the principles that underpin security and prosperity for the Indo-Pacific, so that all nations in the region may benefit.

According to Rear Adm. Fred Kacher, commander of Expeditionary Strike Group 7, Montgomery and Cesar Chavez's presence in the South China Sea demonstrate the U.S. Navy's continued commitment to the region.

"USS Montgomery's operations with the USNS Cesar Chavez highlight the flexibility and agility of our naval forces in this vital region," said Kacher. "Our forces fly, sail and operate in the international waters of the South China Sea at our discretion and in accordance with maritime norms and international law, demonstrating the wide range of naval capability we have available in the Indo-Pacific."

Adm. John Aquilino, commander of the U.S. Pacific Fleet stressed that U.S. forces would stand with regional friends and partners to resist coercion and oppose unlawful claims to international waters and resources.

"We are committed to a rules-based order in the South China Sea and we will continue to champion freedom of the seas and the rule of law," said Aquilino. "The Chinese Communist Party must end its pattern of bullying Southeast Asians out of offshore oil, gas, and fisheries. Millions of people in the region depend on those resources for their livelihood."

A part of Military Sealift Command (MSC), Cesar Chavez is underway in the Indo-Pacific region, delivering essential supplies, fuel, cargo and equipment to warfighters throughout the region. MSC operates approximately 125 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

Attached to Destroyer Squadron (DESRON) 7, Montgomery is on her rotational deployment to the U.S. 7th Fleet area of operations in support of security and stability in the Indo-Pacific.

U.S. 7th Fleet conducts forward-deployed naval operations in support of U.S. national interests in the Indo-Pacific area of operations. As the U.S. Navy's largest numbered fleet, 7th Fleet interacts with 35 other maritime nations to build partnerships that foster maritime security, promote stability, and

The Independence-variant littoral combat ship USS Gabrielle Giffords (LCS 10) conducts routine operations near the Panamanian flagged drill ship, West Capella, May 12. (U.S. Navy photo by Mass Communication Specialist 2nd Class Brenton Poyser)

U.S. Army Africa Equipment Returns from Africa Lion 2020

By Travis Weger, Military Sealift Command Europe and Africa Public Affairs

A view of U.S. Army High Mobility Multipurpose Wheeled Vehicles (HUMVEE) after they were off-loaded from the expeditionary fast transport USNS Yuma (T-EPF 8) which had been used in support of the Exercise Africa Lion 20. (U.S. Navy courtesy photo)

Military Sealift Command (MSC) Spearhead-class expeditionary fast transport USNS Yuma (T-EPF 8) arrived in Koper, Slovenia, May 7. This is the second port visit by an expeditionary fast transport in Koper, the first was from USNS Carson City (T-EPF 7) in Jan. 2020.

Yuma was in Koper to refuel, resupply and offload U.S. Army Africa cargo, consisting of vehicles and equipment, from Exercise Africa Lion 20. The cargo was off-loaded by local Slovenian stevedores, which were coordinated through the U.S. Army Surface Deployment and Distribution Command's (SDDC) 839th Transportation Battalion located at Camp Darby, Italy, and will be screened for COVID-19 prior to work being completed.

"Yuma has been underway for two weeks for the protection of the crew and stevedores," said Capt. David Gommo, Master of USNS Yuma. "Even though we will not be leaving the ship, we are looking forward to the offload in Koper."

In an effort to limit movement and protect the health and safety of the host-country and crew in a COVID-19 environment, MSC ships worldwide have suspended all shore liberty and leave for all civilian mariners. Mariners will not leave the vessel, except to conduct ship-related activities on the pier. Additionally, ships are on self-quarantine between ports, staying out to sea for 14 days between port calls.

Yuma is redeploying the cargo to its point-of-origin from exercise African Lion 20, a large-scale U.S.-led multinational exercise in Africa. This is the second consecutive year that MSC's expeditionary fast transport ships have supported the exercise.

"The movement of U.S. Army Africa and the 173rd Brigade Combat Team's cargo from African Lion 20 in support of the Moroccan military through Koper integrated Military Sealift Command and our State Department colleagues and required tremendous flexibility," said Bob Setaro, Director, Italy Detachment, 839th Transportation Battalion. "This demonstrates the kind of international teamwork it takes to perform complex port operations like these."

Geographically separated from its area of responsibility, the Northern Italy-based U.S. Army Africa Headquarters faces unique logistical challenges for an Army Service Component Command that is required to maintain the ability to rapidly move between Europe and the African theater of Operations.

"Slovenia's willingness to support the redeployment of Africa Lion 20 cargo through Koper Port provides a clear example of the strength of this alliance and stakeholder interest in advancing these partnerships and supporting strategic objectives," said U.S. Army Chief Warrant Officer 5 Jeremy Addleman of the U.S. Army Africa G4 Mobility Operations Division. "This capability is simply not possible without the flexibility and responsiveness of resources like the USNS Yuma, coupled with strong multinational partnerships in the region."

To control the risk of exposure on MSC ships, all personnel accessing the ship are screened for COVID-19 using a screening questionnaire. Personnel who are identified as being at risk for infection are not permitted on board. Every effort is made to preserve a virus-free environment by practicing social distancing, wearing appropriate personal protection equipment (PPE), washing hands and following the technical guidance for the cleaning and sanitization of shipboard spaces, machinery and cargo.

MSC operates approximately 125 naval auxiliary civilian-crewed ships, which replenish U.S. Navy ships, strategically preposition combat cargo at sea and move military cargo and supplies used by deployed U.S. forces and coalition partners around the world.

USNS Dahl Supports DoD's COVID-19 Response in Guam

By Lt. j.g. Nathaniel Ventura, Supply Officer, Maritime Prepositioning Ship Squadron Three

Recently, Military Sealift Command's large, medium speed, roll-on, roll-off ship USNS Dahl (T-AKR 312) transited to Guam in Support of Department of Defense's COVID-19 response.

USNS Dahl departed from its anchorage location in Saipan, Northern Mariana Islands to Apra Harbor, Guam on April 6, with less than 24 hours' notice, to off-load the Expeditionary Medical Facility (EMF) it carried aboard. The EMF is an expeditionary hospital designed for austere environments as a part of its pre-positioned War Reserve Material. The EMF has full emergency stabilizing care infrastructure to provide 150 hospital beds and significant medical support capabilities to any joint force commander.

On March 14, Guam declared a state of emergency in response to the COVID-19 Pandemic. Beaches, parks and nonessential business were closed and travelers are subject to mandatory quarantine. Guam was facing the same pandemic challenges as others around the world, including a limited supply of personal protective equipment, hospital beds and ventilators.

Additionally, the aircraft carrier USS Theodore Roosevelt (CVN-71), sailed into port March 27, in response to a COVID-19 outbreak aboard, with approximately 20% of the crew currently testing positive for the virus. The EMF would not only provide medical services for the ship, but would also be available to support the local Guam population, if called upon.

The off-load of the EMF involved coordination between Commander Task Force Seven Five (CTF-75), Maritime Prepositioning Ships Squadron Three (MPSRON-3), Naval Base Guam, EOD Mobile Unit Five, Navy Cargo Handling Battalion Detachment Guam and Combat Logistics Regiment 3 (CLR-3).

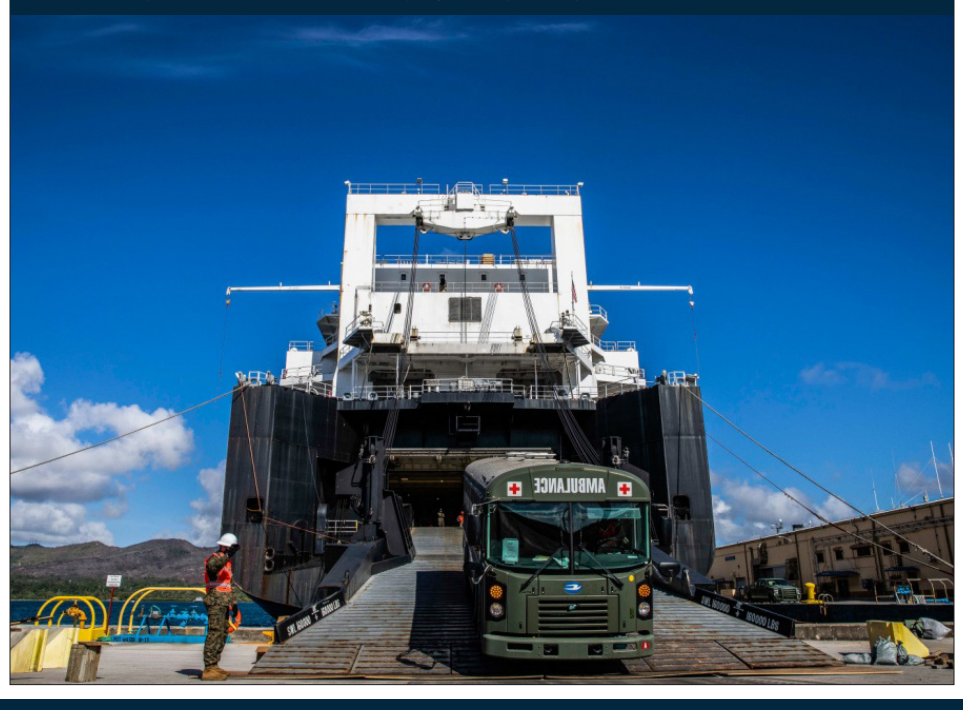
MPSRON-3 Commodore Mark Schram stated, "While the primary mission of our prepositioned ships is support to contingency operations, the MPSRON ships have demonstrated their value to support Humanitarian Assistance/Disaster Relief (HA/DR) or Defense Support of Civil Authorities (DSCA) time and again on a moment's notice. Situations as this underscore the value of forward-deployed prepositioning assets even in their secondary mission use. But what I'm most proud of is the can-do responsiveness of these Mariners, and their work within the team of teams. They're all ready for the call, regardless of tasking, to work as a team of Sailors, Marines and Mariners in support of operational commander needs."

The EMF package consists of 152 containers, along with vehicles. Due to the design of a large, medium speed, roll-on/roll-off ship (LMSR) and the administrative loading of the material, accessing all the EMF equipment also involved Roll-On/Roll-Off (RO/RO) of over 100 vehicles and Lift-On/Lift-Off (LO/LO) operations of three Improve Navy Lighterage System (INLS) modules.

Off-loading the INLS modules involved using the USNS Dahl's four 55 LTon Macgregor cranes and splashing them into the harbor. INLS modules were then hip towed and moored against the ship for the duration of the off-load. Vehicles were off-loaded to Tango Wharf via the ships stern ramp slewed to the wharf.

USNS Dahl continued on page 8

A U.S. Navy medical vehicle is off-loaded from the Watson-class vehicle cargo ship USNS Dahl (T-AKR 312) to supporting elements participating in an operation to off-load equipment for an expeditionary medical facility. (U.S. Marine Corps photo by Sgt. Hailey D. Clay)



Mission Focused Despite Mixed Emotions About COVID-19

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs

When Pennsylvania Governor Tom Wolf ordered millions of Pennsylvanians in late March to stay at home in order to combat the spread of the COVID-19 virus, mission critical military personnel, like Chief Warrant Officer Timothy Camacho, continued to report to work. In Camacho's case, his work requires him to commute 180 miles round trip from his residence in Abington, Pennsylvania, to Colts Neck, New Jersey, where he serves as the officer in charge in Military Sealift Command Atlantic's port office at Naval Weapons Station Earle.

Camacho said his two-hour commute to New Jersey each day gives him time to reflect on some of the domino effects of COVID-19. The closing of thousands of businesses, causing millions of people to be unemployed, upsets him. The 1.7 million people who have contracted the virus, causing more than a hundred thousand deaths to date, frustrates him. "All of this is a lot to process, leaving me with a range of mixed emotions from feeling a sense of fear to anger, especially when someone close to you succumbs to the virus."

Last month, one of Camacho's nearby neighbors tested positive for COVID-19 and died six days later. His death hit home because it meant that the virus was closer than he realized.

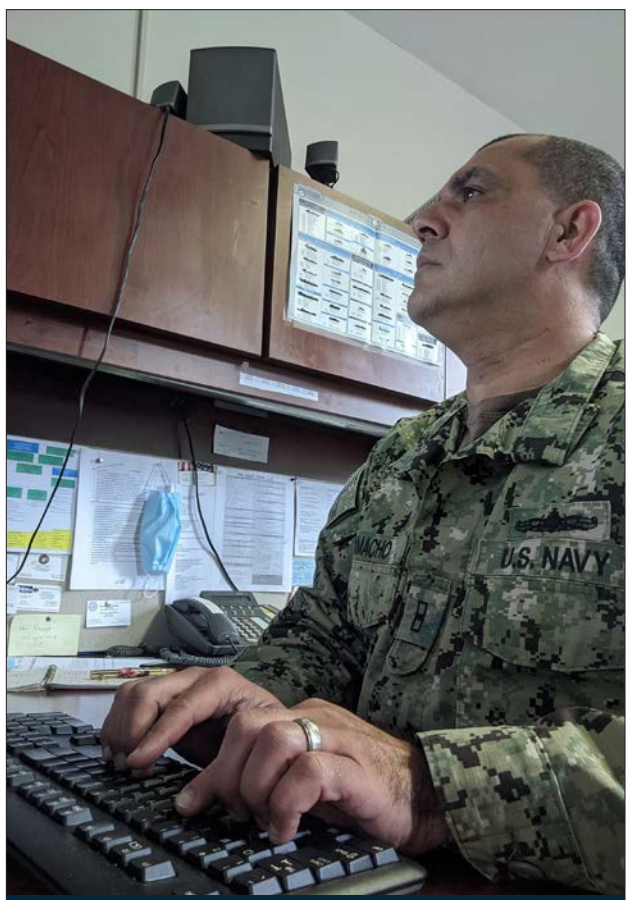
Camacho said. "This crisis is so different from other community crisis events like the mass school shootings at Columbine and Virginia Tech and the 9/11 terror attacks on American soil." With those events, he said, there was a clear visible enemy to go after; but with COVID-19, "the enemy is invisible, indiscriminately attacking anyone in its way. So, it is the unknown that gives me mixed emotions as the spread of the virus continues."

In spite of Camacho's mixed emotions, he remains committed to keeping MSCLANT's port office doors at Earle open to support the command's critical mission to carry out the nation's call to deliver on-time supplies and replenishment services to the Navy ships at sea. Following the strict guidelines set by Military Sealift Command, he has implemented better hygiene and social distancing practices. In-person meetings are now reduced to 10 or less participants, with each participant wearing a face mask and staying six feet apart. Video and telephone conferences now take the place of face-to-face meetings to ensure his office, along with other tenant commands, totaling more than 60 personnel, remain COVID-19 free.

Camacho credits his 23 years of military service to remaining level headed throughout this crisis.

"My time with the Navy gives me the assurance and confidence to push pass my fears," he said. "If you live long enough, you learn that life can be filled with troublesome times, and this virus is no different. The key to coping with it is to first recognize that bad things happen in life and to second know that you have no control over the situation. What we do have control over is our reaction. For me, I refuse to live in a constant state of fear; so, I make a concerted effort to wake up every morning, mission focused and excited about this one precious life that has been given to me, casting all of my fears onto my Heavenly Father."

NWS Earle, one of the busiest MSC detachment ports in the country, remains open. Camacho and his staff coordinate the loading and unloading of 15 MSC ships a year. Some of the ships are nearly aircraft-carrier size, with loads of more than 100,000 square feet of cargo holds and other large-size military equipment. The total annual square footage loaded at the port equals approximately 1.5 million square feet or enough to cover all 32 NFL football fields with ammo, support equipment, and food.



Chief Warrant Officer Timothy Camacho is the officer in charge in MSCLANT's port office at Naval Weapons Station Earle in New Jersey. He and his staff coordinate the loading and unloading of 15 MSC ships a year in order to support the command's critical mission to deliver on-time supplies and replenishment services to the Navy ships at sea. (U.S. Navy Courtesy Photo)

MSCLANT is represented by six geographic port offices. In addition to NWS Earle, there is Beaumont, Texas, Charleston, South Carolina, Sunny Point, North Carolina, and Jacksonville and Port Canaveral in Florida. All six offices provide direct support to MSC ships and act as MSCLANT's representatives with local commands.

Military Sealift Command's East-Coast Cargo Afloat Rig Team Supports Navy's Efforts in Atlantic Ocean

By Bill Mesta, Military Sealift Command Public Affairs

Ten U.S. Navy Reservists, assigned to Military Sealift Command's East-Coast based Cargo Afloat Rig Team (CART) are currently serving aboard the fleet replenishment oiler USNS Patuxent (T-AO 201) in support of the Navy's efforts in the Atlantic Ocean.

"Cargo Afloat Rig Teams provide Reserve support to underway fueling at sea and underway replenishment operations on Combat Logistics Force (CLF) ships to the U.S. Navy and coalition forces underway vessels," according to Capt. William Palmer, Military Sealift Command's Reserve Affairs Director. "Additionally, the teams are trained in ammunition handling to further augment CLF during both in-port and underway ammunition transfers."

Combat Logistic Force ships are the supply lines to U.S. Navy ships at sea and include dry cargo ammunition ships, fleet replenishment oilers and fast combat support ships.

"The CART members serving aboard Patuxent have enabled continued underway operations for combatant ships operating in the U.S. 2nd Fleet's area of responsibility," added Palmer. "Our Reservists have been performing replenishment-at-sea operations which included transferring millions of gallons of marine fuel and aviation fuel, along with stores and provisions."

At one time, the U.S. Navy's CLF fleet's manning included active duty Sailors. Currently, the CLF ships are crewed by solely by civilian mariners.

"Navy Reserve CART units provide the only remaining uniformed capability to execute this mission alongside their civil service mariner (CIVMAR) counterparts," Palmer said. "The Reserve CART capability is specifically targeted to provide MSC and Fleet Commanders the ability to ensure rig operations would continue during wartime."

One of the considerations when a CART unit is assigned to a CLF ship is ensuring that the service members and civilian mariners are able to function together successfully.

"The ship's chief mate and the cargo officer determine how the CART unit and civil service mariners will be integrated," said Palmer. "Typically, a CART unit is assigned when the ship needs additional help to meet manning requirements or for additional help needed to meet a specific mission. In general, CART units are divided into two groups aboard their ship which is set up to operate with two mixed teams made up of CART members and CIVMARS."

MSC's CART units bring a diverse set of skill-sets with them while they are serving about CLF ships.

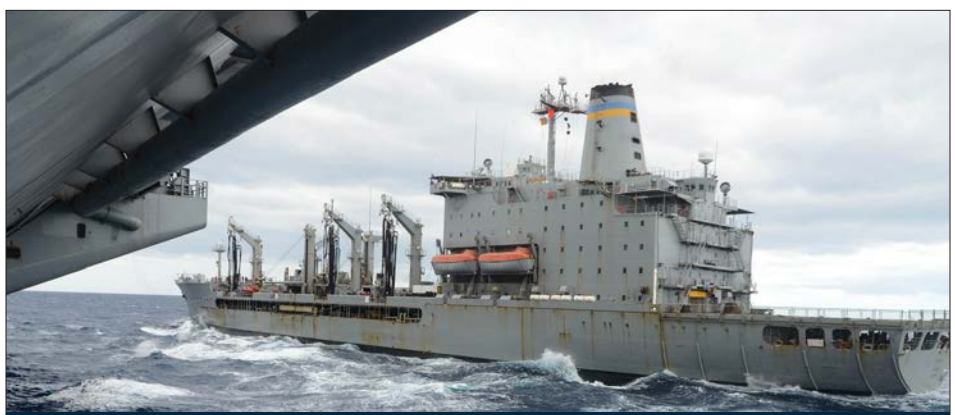
"Military Sealift Command Atlantic and Military Sealift Command Pacific both have a fully qualified team (of 10 Sailors) with current experience conducting operations at sea," according to Palmer "Their training is conducted via MSC's organic training facilities."

"CART Sailors come from a variety of ratings," he said. "The current teams span from Boatswains Mate to Gas Turbine Specialists (Mechanical), Electronics Technicians, Gunners Mates, Machinery Repairmen, Machinist Mates and Electricians Mate."

"Additionally, the CART members all attend the same underway replenishment-at-sea, rig team schools as their CIVMARs counterparts prior to underway operations," Palmer added.

Palmer assessed that the CART team, which check aboard Patuxent, April 29, has performed exceptionally.

"The CART members have assisted with various ship underway operations as well as equipment maintenance, training and other deck events as directed by the cargo mate," he said.



The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75), left, approaches the fleet replenishment oiler USNS Patuxent (T-AO 201) during a replenishment-at-sea in the Atlantic Ocean. (U.S. Navy photo by Mass Communication Specialist 3rd Class Maxwell Higgins)

We are MSC: Ordinary Seaman Lynne Hazelip

By Travis Weger, Military Sealift Command Europe and Africa Public Affairs

While in the Netherlands for Defender-Europe 20, I covered USNS Benavidez (T-AKR 306) as they were pulling into Vlissingen. This was also when the lock-downs for COVID-19 were starting and Defender-Europe 20 was starting to be scaled down.

After a meeting aboard Benavidez, I was on the mess decks having a cup of coffee when I met Lynne Hazelip. She was a very warm person, easy to talk to and had a charm about life. After chatting with her for 15 minutes, I asked if she would be interested in telling her story. She smiled and said that she would love to.

This is the highlight of our meeting aboard Benavidez in Vlissingen, Netherlands.

What is your position and what do you do?

I am an ordinary seaman, it is an entry level deck department position. Lately, because of the COVID-19 environment, I have been wearing gloves and bleaching everything. It has been my job every day. Twice today I bleached and cleaned the hand rails, the stairwell and the doorknobs.

Normally, I run the cranes, drive the fork-truck, tie things down and run the machinery such as wenches when we are tying to the pier. I really enjoy running the larger cargo crane, which is loads of fun.

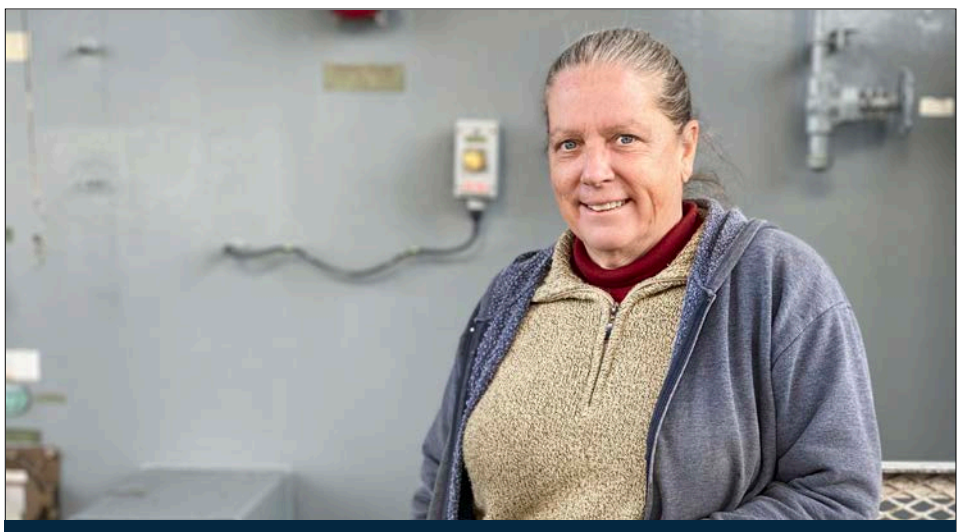
I am an outdoors person. I worked in an office once which only lasted about three months, I thanked them for the opportunity but told them I was out of there. Working in deck department is the perfect job for me.

What contract are you with and how long have you been with them?

I work with Maersk since it took over the previous contract. My first ship was out of Diego Garcia about three years ago, I have been on a few other ships since then. Now, I am on USNS Benavidez.

What did you do before you became a mariner?

I spent 22 years as an environmental geologist – science does not pay well. My first job out of college was in the oil fields of Indiana, to the best of my knowledge I was the first woman in the oil fields in the state of Indiana. Small town life was not for me, so I came back to the city and got a job with a civil and environmental engineering company as an engineering geologist. I did mostly geotechnical work, which is soil and rock sampling and testing for foundation design. I would test the samples in the lab and provide information for the engineers. I was in this job for 14 years.



Ordinary Seaman Lynne Hazelip, a Military Sealift Command contracted mariner, poses in her deck plate workspaces aboard USNS Benavidez (T-AKR 306). Hazelip spent 22 years as an environmental geologist before becoming a mariner. (U.S. Navy photo by Travis Weger)

One particular day, it was cold and dreary, probably 38 degrees -- it was not a very nice day. The boss came out on the job-site and gave us a small gift certificate for a safety award. I looked at the card, looked at him, back at the card and very next day I told him that Friday was my last day.

After that, I decided to join my boyfriend in Guam for two years where I did contract geologist work; he has been sailing his entire life. When we returned home, I took a basic safety class with Maritime Professional Training in Ft. Lauderdale, Florida.

Soon after, I went to the union hall and I chatted up the port agent, I was ready to take whatever job came up. He called me later and said 'I have the perfect job for you.' That was how I ended up in Diego Garcia in the deck department. It was the perfect job for me.

What would you attribute your success to being a mariner?

I have had a lot of luck and a lot of good shipmates. I was lucky to stumble into deck department, it works very well for me. I also don't have health problems. I like jobs where you keep moving and I do work hard. I really enjoy the work, plus it is low stress.

What advice would you have for someone that is looking to change careers?

Go for it. My kids are grown, so I didn't have too many responsibilities at that time, but life is short. I say go for it. Don't let your fears rule you, I am not a fearful person and I love a life of adventure. This career has been full of adventure and I have been all around the world.

BIG3 from page 3

Marine Transportation Specialist Dean Doolittle, 53, is one of Military Sealift Command Atlantic's mission critical employees serving during the COVID-19 pandemic that has swept the nation in 2020. (U.S. Navy courtesy photo)

DeSantis in order to slow down the spread of the virus, this trio has continued to press on, placing the mission first and above all else.

When asked where his mental toughness comes from Denney said, "My active duty military experience in combat zones has made working during these trying times easier to deal with. Being able to focus on the task at hand and the problems associated with each task, keeps my mind centered on things other than COVID-19 at all times."

Doolittle agrees with Denney, and adds that his faith is the driving force that keeps him grounded and level-headed. "It's true. There are days when it is difficult to remain focused while facing a pandemic; but, my faith in the Lord and in my teammates, Scott and Lawrence, gets me and us through those tough times."

The BIG3's focus and faith has kept their 2020 season on pace with their last. Although the final totals will not be tallied until the end of the fiscal year in September, the trio continue to represent MSCLANT, supporting the loads of four preposition ships, three large-scale army movements, and one ship delivery to Pensacola, Florida, to date.

To maintain the safety of their staff and the office, the trio remains in strict adherence to the basic safety procedures directed by Military Sealift Command. Denney said they are currently working towards only having one staff person in the office at a time, particularly when the port is tasked with a 24-hour operation. "Masks and gloves are worn when dealing with ships directly; and when conducting face-to-face meetings, there is at least a six feet separation between participants, when possible."

Doolittle, Denney, and Dowsing are high performers who are fearless when it comes to doing what it takes to succeed as individuals. By combining their individual talents, they are able to achieve greater success in the workplace, leaving an indelible mark on the Marine Transportation Specialist profession; a mark that is setting the standard for excellence for the next crop of trios to follow.

MSC has hundreds of personnel from various disciplines who daily serve as mission essential personnel. Doolittle, Denney, and Dowsing represent three.

Doolittle, 53, comes from Detroit, Michigan, best known for the BIG3 auto manufacturers; General Motors, Ford, and Fiat Chrysler. He retired from the Marines as a master sergeant in 2008. After 24 years of military service, he joined MSC's Jacksonville's port office, where he has served as the MTS team lead for the last 10-plus years. When asked why he joined MSC he said, "It is another way to serve the nation and be a part of something that is bigger than me."

Denney, 51, is a true Floridian; his hometown is in Titusville. He retired from the Marines as a Chief Warrant Officer Four in 2011. After 23 years of military service, he began his second career in 2011 as an MTS at Jacksonville's port office. When asked why he joined MSC he said, "Having challenging work while still being close to my hometown in Titusville is important to me."

Dowsing, 63, hails from Holly Springs, Mississippi. He retired in 1997, after 23 years of service with the Marines at the rank of master sergeant. Next, he worked at the Military Surface Deployment and Distribution Center in Illinois before joining MSC 13 years ago, four of which have been at JAX as an MTS. Dowsing said he continues to serve at JAX because he enjoys working in transportation logistics.

The Jacksonville port office is located at the Marine Corps Supply Facility. There the trio support Mayport and Mobile Navy bases and the Navy Fuel Depot in Florida.

MSCLANT's mission is to exercise operation over MSC afloat forces that provide ocean transportation of equipment, fuel, supplies, and ammunition in the Eastern Atlantic to sustain U.S. forces worldwide. The command also provides logistics support to U.S. Navy's 2nd Fleet. The command is represented by six geographic port offices. In addition to JAX, there is Beaumont in Texas, Charleston in South Carolina, Naval Weapons Station Earle in New Jersey, Port Canaveral in Florida, and Sunny Point in North Carolina.

SSO from page 1

watch officers, ABS inspectors, and even as subject matter experts for the Coast Guard. One applicant had just finished sitting for his Florida Pilot's Exams to be a harbor pilot. Both the new and the experienced volunteered with two Ensigns that had just completed the Post Commissioning Indoctrination Course in February. All the applicants were screened against the ships needs prior to selection.

"The support being provided to MSC as well as the training between MSC CIVMARS and USN SSO Officers is unprecedented," explained Lt. Cmdr. Shawn Strawbridge, Military Sealift Command Pacific SSO Operations Officer. "It has been great to see this support effort evolve and start to fully see the asset the Navy has within the SSO Officer community."

For the 17 SSOs selected, the ability to augment the MSC fleet has been challenging and fulfilling.

"It has been an amazing experience for me as an SSO on the USNS Yukon," said Lt. Cmdr. Nicholas Agati. "It's a great honor filling a hard third assistant engineer billet and going back to the start as a third engineer on a diesel ship. For the last ten years I have only served on Steam ships and getting this chance to sail on a motor ship is as good as it can get for me. Sailing as a 3rd Assistant Engineer I feel will give me a great background for when I go cross over my Chief Steam ticket to Motor Chief and will make me more resourceful to the fleet."

"My time aboard USNS Matthew Perry has been successful thus far," said Lt. Joe Sapuppo. "It has been a smooth transition back to life at sea, and the crew aboard has been mostly welcoming and willing to teach, train, and assist me with my questions and unfamiliarity."

While there have been challenges along the way, especially the 14 day restriction of movement period each of the SSO volunteers were required to complete before being allowed onto the ships where they are serving, the SSOs are proving successful in fulfilling their duties and keeping MSC on station and supporting their missions.

"The SSO's have been performing very well," said Strawbridge. "It has been great to see our members be able to directly step into positions in a watch standing capacity or in a day working capacity."

"I am very grateful to the SSO program," said Bruce. "If we didn't have them aboard, we would still be in port in San Diego, not being able to support our missions."

USNS Dahl from page 5

An additional challenge to this effort involved the need to execute an EMF offload while also preventing spread of COVID-19 to the crew of USNS Dahl, so great care was taken to minimize crew interactions, don proper personal protective equipment and employ social distancing.

"The offload was a great opportunity to practice ship-to-shore movement for every involved command. It is a testament to the expertise and professionalism of our sailors that it was accomplished without any significant injuries or COVID-19 infection," said Lt. Michael Tesluk, MPSRON-3's on-site liaison.

The prepositioning ships of MPSRON-3 are outfitted with select equipment in order to support certain missions and units in time of war. These items are grouped in containers and palletized to maximize efficiency of off-loads for each mission.

These mission profiles cluster up to create capabilities sets that vary in function but allow for crisis response in a wide spectrum. Coupling these capability sets with LSMR's unique abilities of being able to deliver large rolling stock and supplies allows for a rapid response.

Dahl is just one of 19 LMSR ships operated by Military Sealift Command whose primary mission is transporting U.S. military combat and combat support equipment to Combatant Commanders year round. With only four hours' notice, the USNS Sisler (T-AKR 311), assigned to MPSRON-2, departed Diego Garcia on April 5, on transit to the Commonwealth of the Northern Marianas Islands (CMNI) to await potential need for further medical facilities in the area, as well. Ships assigned to MPSRON-3 have continuously maintained a watchful eye over the CNMI in humanitarian assistance and disaster relief.

MPSRON-3 ships were on the scene to provide supplies and clean water in the region's last devastation, Super Typhoon Yutu back when it made landfall in Saipan, October. 24, 2018.

"As a pre-positioned vessel, the USNS Dahl continuously prepares and awaits the call to respond. It is with a great sense of pride and duty for the officers and crew to be able to deliver and contribute the critical materials to aid in crisis response and relief when called upon" said USNS Dahl Ship Master, Joseph E. Hood.

July is Going to be Hot: Take Care of Yourself

From Leighanne Gerstbrein, Military Sealift Command Health Promotion Coordinator

While summer is a great time to get outside and be more physically active, too much heat or sun can put us at risk for dehydration or heat-related illnesses. Staying safe in the sun means having a good plan. Your plan should include staying hydrated, knowing how long you will be out in the sun, and if you are wearing the proper gear and clothing to protect your eyes and skin.

Stay hydrated. Your body can lose a lot of water through perspiration when it is hot. When it comes to staying hydrated in the heat, you should aim to drink half an ounce to an ounce of water for each pound you weigh. This can also boost your metabolism by as much as seven percent! However, most of us are not getting that. Watch for these signs that you may be getting dehydrated, and it may be time for some water:

- Extreme thirst
- Headache
- Feeling lightheaded
- Dry mouth
- Muscle cramping
- Foggy thinking

Fallen MSC Teammate

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

Deck Engineer Machinist
Joseph Danny
Quiambao Bondoc
MSC Service:
2015-2020

SEALIFT

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