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U.S. Navy Sailors send mooring lines over to Military Sealift Command's fleet replenishment oiler USNS Leroy Grumman (T-AO 195) as the ship gets underway from Naval Station Norfolk. (U.S. Navy photo by Bill Mesta)

USNS Leroy Grumman Begins Overseas Deployment

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's fleet replenishment oiler USNS Leroy Grumman (T-AO 195) departed Naval Station Norfolk, July 24, to begin its overseas deployment in support of U.S. Navy and allied forces operating in the U.S. 6th Fleet's and U.S. 5th Fleet's areas of operation.

Grumman overcame tremendous challenges to begin this deployment as multiple members of the crew were infected with the COVID-19 virus while the ship was undergoing a regularly scheduled shipyard maintenance period.

"Grumman was hard hit, just a few months after 'pandemic' became a household word," according to Capt. Keith Walzak, USNS Leroy Grumman's master. "We were in a shipyard. While we followed the prescribed MSC and Center for Disease Control COVID-19 guidelines, we were not immune."

One member of USNS Leroy Grumman's crew, Deck Engineer Machinist Joseph Danny Quiambao Bondoc, succumbed to the virus while the ship was in the shipyard.

"While only a few crew-members were symptomatic, many tested positive for the virus, and were placed

in quarantine," added Walzak. "We were devastated when we lost a shipmate to the virus, and this loss is something we carry with us still."

Prior to deploying, the entire crew was tested for the COVID-19 to ensure the ship left the naval station free of the virus.

"In the days leading up to our deployment, the crew was loading cargo, and performing required maintenance, but it was not business as usual," Walzak said. "Our preparations to begin the deployment were carried out in a 'bubble,' so we didn't have any outside physical contact with anyone who could have contaminated the crew. We ensured that we have a 'clean ship,' and are mission capable."

While on deployment, Grumman will be supporting U.S. Navy and allied ship's logistics requirements by filling their supply needs via underway replenishment-at-sea services.

"Underway replenishment-at-sea, or UNREP, provides a means for the navies of the world, which we support, to maintain their warfighting capacities and their deployed positions without having to go off-station or be replaced by another ship while they travel to get re-fueled and re-supplied with cargo and stores," according to Walzak. "With an UNREP fleet available world-wide, our forces are more able to complete and sustain their missions."

Grumman is crewed by 89 Civil Service Mariners (CIVMARs) who are responsible for all operations aboard the ship.

USNS Leroy Grumman continued on page 8



Military Sealift Command's fleet replenishment oiler USNS Leroy Grumman (T-AO 195) gets underway from Naval Station Norfolk, July 24. The ship departed the naval station to begin its overseas deployment in support of U.S. Navy and allied efforts in the U.S 6th Fleet's and U.S. 5th Fleet's area of responsibility. (U.S. Navy photo by Bill Mesta)



Military Sealift Command's fleet replenishment oiler USNS Leroy Grumman (T-AO 195) gets underway from Naval Station Norfolk, July 24. (U.S. Navy photo by Bill Mesta)

IN THIS ISSUE

- USS Hershel "Woody" Williams
- USNS Yukon
- Adm. Robert Burke
- COMLOG WESTPAC/CTF 73
- HOS Dominator
- USNS Yuma
- USNS Yukon
- MV SLNC Magothy
- USNS Medgar Evers
- USNS Henry J. Kaiser
- Health Corner
- COMPSRON 2 COC

Hershel “Woody” Williams Departs for Inaugural Deployment

From U.S. 2nd Fleet Public Affairs

The Blue Crew of the USS Hershel “Woody” Williams (ESB 4) and the ship’s Military Sealift Command Civilian Mariners (CIVMARs) departed Naval Station Norfolk, Jul. 27, on the ship’s inaugural deployment, following its commissioning in March.

“As the commanding officer of the “Woody” Williams’ Blue Crew, I can tell you that we are excited to embark on the ship’s first deployment,” said Capt. David Gray, commanding officer of the USS Hershel “Woody” Williams Blue Crew. “For the majority of our Sailors, this will be their first deployment, and I can’t think of a more exciting area to operate in. We look forward to our deployment in U.S. Naval Forces Africa.”

The ship is named for Marine Corps veteran, Hershel “Woody” Williams, known for his heroism during the Battle of Iwo Jima in World War II. On Oct. 5, 1945, President Harry S. Truman presented Williams with the Medal of Honor during a group ceremony at the White House.

The ship is designed around four core capabilities: aviation facilities, berthing, equipment staging and command and control assets. It will primarily support a variety of aviation mine countermeasure and special operations missions freeing up amphibious warships and surface combatant ships to be reassigned for more demanding operational missions.

“The Sailors and civilian mariners assigned to the USS Hershel Williams will provide unique and valuable capabilities to the U.S. Naval Forces Africa commander,” said Rear Adm. Robert Katz, Commander, Expeditionary Strike Group 2. “I have no doubt that this ship will make our Navy, and its namesake, proud.”



Sailors man the rails as USS Hershel “Woody” Williams (ESB 4) departs Naval Station Norfolk, Virginia, for deployment. Williams is conducting its inaugural deployment following its commissioning in March. (U.S. Navy photo by Mass Communication Specialist 1st Class Joshua D. Sheppard)

The commissioning and deployment of Hershel “Woody” Williams follows USS Lewis B. Puller (ESB 3), which is forward deployed to the U.S. 5th Fleet Area of Operations. The 784ft.-long vessel features a 52,000 square-foot flight deck, fuel and equipment storage, magazines, repair and mission-planning spaces. Its features include a four spot flight deck, a mission deck and hangar, work and living spaces for a couple hundred staff and embarked personnel.

Williams will forward-deploy to the U.S. Naval Forces Africa area of operations. The crew will operate in a Blue/Gold rotation, similar to other Navy platforms, to meet Department of the Navy deployment policies.

USNS Newport Completes Integrated Sea Trials

From Team Ships Public Affairs



The U.S. Navy’s 12th expeditionary fast transport (EPF) ship, USNS Newport (EPF 12), successfully completed integrated sea trials, July 30. (U.S. Navy photo from Austal USA)

The U.S. Navy’s 12th Expeditionary Fast Transport (EPF) vessel, USNS Newport (T-EPF 12), successfully competed integrated sea trials, July 30.

Integrated trials combine builder’s and acceptance Trials, allowing for the shipyard to demonstrate to the Navy’s Board of Inspection and Survey the operational capability and mission readiness of all the ship’s systems during a single underway period. During trials, the shipbuilder conducted comprehensive tests to demonstrate the performance of all of the ship’s

major systems. The USNS Newport is the second EPF ship to undergo the integrated trial, signifying the stability and maturity of the shipbuilding program.

“Achieving this milestone is a testament to the hard work and dedication of the shipbuilding team and our partners in industry,” said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office, Ships. “We are eager to press forward with delivering USNS Newport to the fleet this year and to enhance the operational flexibility available to our combatant commanders.”

EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. The vessels are versatile, non-combatant, transport ships that are being used for high-speed transportation of troops, military vehicles, and equipment. Their missions’ include overseas contingency operations, humanitarian assistance and disaster relief, support of special operations forces, theater security cooperation activities and emerging joint sea-basing concepts.

EPFs are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are capable of interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank.

USNS Yukon Aids Distressed Mariners in Arabian Sea

From U.S. 5th Fleet Public Affairs

Military Sealift Command’s fleet replenishment oiler USNS Yukon (T-AO 202) provided assistance to a motor vessel in distress in the Arabian Sea, Aug. 7.

Upon notification of the situation, the Combined Maritime Forces watch center contacted Yukon to assist the motor vessel Wadi Karan due to its close proximity.

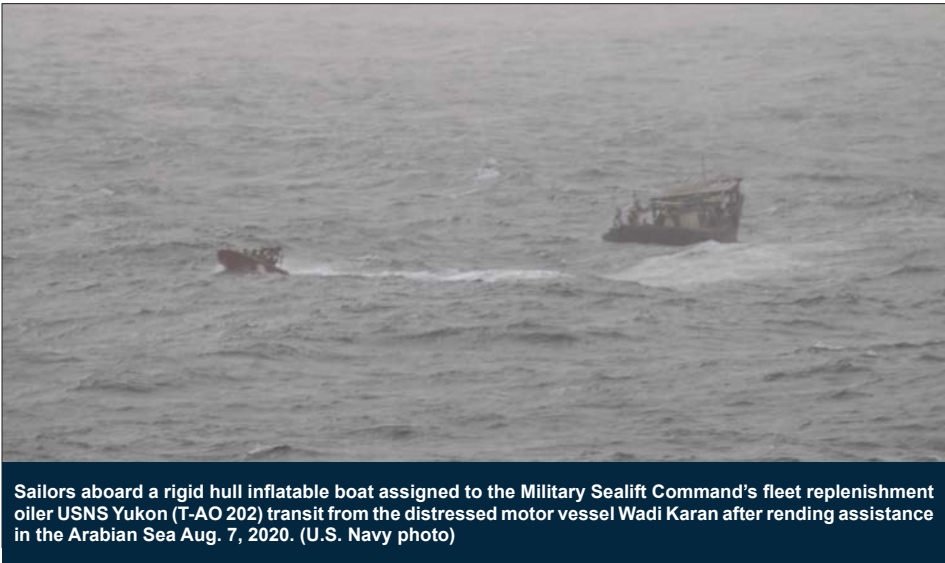
Wadi Karan had experienced engine failure 10 days earlier and its crew had run out of food and water.

After assessing the situation, the Yukon crew provided food and water, and remained on station until Omani naval forces were able to arrive and render further assistance.

The Yukon crew strictly adhered to coronavirus (COVID-19) mitigations of social distancing and the wearing of face coverings in order to prevent the transmission between crews.

The U.S. 5th Fleet regularly operates with coalition forces and regional partners to maintain maritime domain awareness necessary to facilitate aid like this to mariners in distress.

“The duty to help each other when in need is something that all mariners share, civilian and military alike,” said Navy Capt. Michael O’Driscoll, commander of Task Force 53. “The Sailors and civilian mariners aboard MSC ships are trained and ready to answer this call whenever possible.”



Sailors aboard a rigid hull inflatable boat assigned to the Military Sealift Command’s fleet replenishment oiler USNS Yukon (T-AO 202) transit from the distressed motor vessel Wadi Karan after rendering assistance in the Arabian Sea Aug. 7, 2020. (U.S. Navy photo)

The 1974 International Convention for the Safety of Life at Sea (SOLAS) outlines the obligation of all mariners to provide assistance to those in distress at sea.

The U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

Commander of U.S. Naval Forces Europe-Africa Highlights Successes of MSCEURAF and CTF-63

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

Adm. Robert P. Burke, Commander, U.S. Naval Forces Europe-Africa (CNE-CNA) and Commander, Allied Joint Forces Command (JFC) Naples, met with leadership Military Sealift Command Europe and Africa (MSCEURAF) and commander, Task Force 63 (CTF-63), in Naples, Italy, July 29.

During the meeting, Burke highlighted the great work the team has completed over the past year, such as the reverse refueling-at-sea between USNS Supply (T-AOE 6), and Arleigh Burke class guided missile destroyers USS Donald Cook (DDG 75), USS Porter (DDG 78) and USS Roosevelt (DDG 80). During the replenishment, U.S. Navy ships resupplied Supply for the first time in MSC and 6th Fleet history.

Burke mentioned that this type of operation demonstrated proof-of-concept to the flexibility of the team and shipboard crews, especially during the COVID-19 environment.

“I have been watching the CTF-63 and MSC team from afar, even from my last job in Washington D.C., and I can tell you that it is not lost on leadership that this team is performing logistics miracles on a daily basis,” said Burke. “What this team does is often invisible to the rest of the fleet, but it is absolutely essential to a global Navy like ours.”

Burke congratulated the CTF-63 supply team for winning the Adm. Stanley R. Arthur award

in July 2019 for their support to the Harry S. Truman Carrier Strike Group during their first Dynamic Force Employment Deployment of 2018. This was the second time CTF-63 received the award, the first being in 2014.

Burke also highlighted the successes of the air logistics team’s ‘COVID Express,’ which were flights delivering COVID-19 tests and medical supplies to the Naval Hospital in Ramstein, Germany. During the height of the COVID-19 pandemic, the team scheduled more than 60 flights around U.S. 6th Fleet area of operations using several different aircraft.

“I will be taking your work to the upcoming Fleet Commander’s synch conference as the example of how to do it right,” said Burke.

In closing, Burke focused on the importance of logistics, expressing that setting the theater properly from a logistics perspective can be the difference between victory and defeat.

“Amateurs talk tactics,” said Burke, “but the pros talk logistics.”

MSCEURAF civilians and CTF-63 military members work side-by-side as one unified staff. While in theater, Military Sealift Command’s Naval Fleet Auxiliary Force and Special Mission ships report to CTF-63 along with cargo planes that support 6th Fleet and U.S. European Command logistics missions.



Adm. Robert P. Burke, commander, U.S. Naval Forces Europe-Africa (CNE-CNA) and commander, Allied Joint Forces Command (JFC) Naples, meets with leadership at Military Sealift Command Europe and Africa (MSCEURAF) and commander, Task Force 63 (CTF-63), in Naples, Italy, July 29. (U.S. Navy photo by Travis Weger)

Location of Sunken AAV, Remains Found off San Clemente Island

By 1st Lt. Brian Tuthill, I Marine Expeditionary Force

Officials with the 15th Marine Expeditionary Unit (MEU), I Marine Expeditionary Force (MEF), and the Makin Island Amphibious Ready Group (ARG) positively identified on Aug. 3 the location of the amphibious assault vehicle (AAV) that sunk off the coast of San Clemente Island, July 30.

The U.S. Navy’s Undersea Rescue Command confirmed that human remains have also been identified using their underwater remotely-operated video systems from Military Sealift Command’s submarine and special warfare support ship MV HOS Dominator, a ship specializing in undersea search and rescue.

The Navy has expedited the movement of assets to recover the remains of the Marines and Sailor, as well as raise the AAV. The equipment to

properly and safely perform the recovery from the sea floor will be in place at the end of this week, and a dignified transfer of our Marines and Sailor will occur as soon as possible after the conclusion of recovery operations.

The AAV sunk to a depth of approximately 385 feet after taking on water during a shore-to-ship maneuver approximately 1,500 meters off the coast of San Clemente Island. One Marine was pronounced dead at the scene, and seven missing Marines and one Sailor were subsequently presumed dead Aug. 2 as search and rescue efforts ceased.

A previous press release had estimated the depth as 600 feet.

The cause of the July 30 incident is under investigation.

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- Library of resources (articles, presentations, webinars, etc)

Logistics Team Keeps U.S. 7th Fleet Armed, Fueled, Fed in Indo-Pacific

By Mass Communication Specialist Second Class Christopher Veloicaza, Task Force 73 Public Affairs

The U.S. 7th Fleet is the U.S. Navy’s largest forward-deployed fleet, with hundreds of ships, submarines and aircraft in the theater on any given day. That steady presence would not be possible without the responsive, resilient sustainment provided by the replenishment team at Commander, Logistics Group Western Pacific (COMLOG WESTPAC) / Task Force 73 (CTF 73) and Military Sealift Command’s combat logistics force.

COMLOG WESTPAC/CTF 73, located in Singapore, plans and executes the resupply of food, ordnance, fuel and repair parts for the U.S. Navy’s surface ships in 7th Fleet. Their mission requires operating ships across the 52 million square miles of ocean that make-up the fleet’s area of responsibility.

The fleet replenishment team is the focal point for the U.S. Navy’s combatant ships – the “customers” – the supply ships, and the rest of the logistics chain to arrange replenishments-at-sea events (RAS). The fleet replenishment officer, Lt. Cmdr.. Cory Eggers, often works against time, weather and competing demands to ensure ships and Sailors remain ready and on station.

The modern approach to underway replenishments (UNREPs) dates back more than 100 years, when the U.S. Navy began rigging hoses between ships to transfer liquid fuels. As a young lieutenant, Chester Nimitz, who would later become a fleet admiral, was a pioneer in the Navy’s use of the concept.

As the Navy fully grasped the potential of UNREPs it grew to encompass the replenishment of not only fuel but ordnance, food, parts and personnel.

Capt. Chuck Dwy, the assistant chief of staff for logistics, said the ability to safely conduct UNREPs means that ships can remain on station longer increasing the fleet commander’s operational reach.

“Around the Navy, ships are breaking records for remaining at sea,” said Eggers. “I see that as a great reflection of the outstanding support from our civilian mariners and Combat Logistics Force ships.”

Dwy said reliable and responsive sustainment in the form of replenishments-at-sea enable the U.S. Navy to be a global presence.

“Every U.S. Navy Sailor out there knows they can rely on our logistics team,” said Dwy. “No matter how rough is the sailing or in spite of a global pandemic, we will get you what you need – the food, the fuel, the ordnance, the parts – to stay in the fight.”

Responsive sustainment is a defining characteristic of CTF 73 and particularly the replenishment schedulers.

“Our goal is to plan out 60-90 days, so we can schedule maintenance, move assets into place and coordinate with foreign governments,” said Eggers. “But weather gets a vote, parts break, and tasking changes, so we are always ready to move on to plan B, C, D and so on.”



As professional problem solvers, the fleet replenishment team understands priorities and will respond to meet changing schedules and to support ship and Sailor needs.

Rear Adm. Joey Tynch, commander of Logistics Group Western Pacific, said whether it’s a crucial repair part or a letter from home, every link in the chain is critical when shipmates are counting on you.

“A great example of responsive logistics is our Christmas Eve mail delivery,” Tynch said. “One of our aircraft carriers hadn’t been able to receive their mail for a few weeks and based on the schedule, wouldn’t get a delivery before the holiday. Using everything at their disposal, our schedulers were able to brighten the day for a few thousand Sailors.”

Lt. William Contarino, fuels officer, works with Eggers on the replenishment schedules. The fuels officer is responsible for tracking fuel statuses of all U.S. Navy ships in the U.S. 7th Fleet and ensuring adequate inventories and fueling.

Contarino said that fuel’s varying global standards and the Navy’s stringent requirements make that class of supply one of the most challenging.

MSC Far East is responsible for the execution of strategic sealift missions throughout the Indo-Pacific region. It serves as a direct link to MSC ships, providing maintenance oversight, logistics coordination and other needed services.

MSC operates approximately 125 civilian-crewed naval auxiliary 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.

USNS Yuma Receives Maritime Excellence Award

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

Military Sealift Command Expeditionary Fast Transport USNS Yuma (T-EPF 8) was awarded the 2019 MSC Maritime Excellence Award for outstanding work in the U.S. 6th Fleet Area of Responsibility, June 11.

The MSC Maritime Excellence award, also known as the Maritime “E” award, is awarded to recognize MSC civil-service manned ships that have achieved the highest levels of operational readiness and performance during the calendar year. It is presented annually, along with a plaque and pennant.

“It really truly was an all hands effort,” said Capt. David Gommo, Master of USNS Yuma. “The ship has been very fortunate to have a talented crew in all departments; everyone contributes to Yuma’s continued mission success.”

Expeditionary Fast Transport class ships are designed to transport more than 300 personnel and 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots.

“We can move a lot of people and a lot of cargo quickly,” said Gommo. “Last year we started to get utilized significantly in that capacity.”

EPFs are also capable of operating in austere ports and waterways, which gives them a unique capability to operate in areas that ships with deeper drafts would not be able to sail.

During the award period, Yuma completed multiple high-priority operations and exercises throughout the Mediterranean and Black Seas, including Austere Challenge, Neptune Falcon, Agile Spirit and Sea Breeze.

“We had three successful missions up to the black sea, which was a first for Yuma,” said Gommo. “We participated in several exercises moving U.S. Army cargo in the theater.”

Yuma also operated in several ports that were previously thought to be limited due to EPFs aluminum hulls, such as Astakos, Greece; Varna, Bulgaria; Poti, Georgia; Heraklion, Greece; Limassol, Cyprus; Izmir, Turkey, and Ashdod,

Israel. Yuma’s operating in these ports greatly expanded options for naval and joint planners in future employment EPFs in Southern and Eastern Europe.

“I am very proud of Captain Gommo, Chief Engineer Hairston and the crew for the great attention to detail which they devote to their work every day,” said Commodore, Military Sealift Command Europe and Africa and Commander, Task Force 63 Capt. Frank Okata.

“I would like to give my heartfelt congratulations for their outstanding performance,” said Rear Adm. Michael A. Wettlaufer, Commander of Military Sealift Command. “Keep up the great work and united we sail!”



USNS Yukon Receives David M. Cook Award for Food Service Excellence

By Sarah Burford, Military Sealift Command Pacific Public Affairs

The Military Sealift Command fleet replenishment oiler USNS Yukon (T-AO 202) has been recognized for its outstanding food service program as a recipient of the annual Captain David M. Cook award for food service excellence.

Yukon competed with other ships from throughout the MSC fleet, with the ships divided into two categories based on crew size. The ships in the small ship category have crews of 75 people or less and the ships in the large ship category have crews of 75 or more people. Yukon is in the large ship category.

According to Louie DeLima, Yukon’s Chief Steward, the award process begins when the ship’s master nominates the ship the competition. Naval Fleet Auxiliary Force offices, located in Norfolk and San Diego, review the submissions, assess the ships and nominate one large ship and one small ship for the award. A three-member assessment team visits the nominated ships to determine two winners and two runners-up. Inspectors evaluate things such as the ship’s financial accountability, sanitation, safety, customer service, menu planning, presentation, and crew surveys.

Throughout the year, DeLima and his department, made up of five cooks and nine supply utilities personnel, make improvements based on their own observations and suggestions from the ship’s crew. For fiscal year 2019, new furniture and layout for the dining rooms was front and center, as well as new menu items, some specifically tailored with the health of the crew in mind. DeLima noted that surf and turf and oriental fusion dishes are a favorite of the crew.

“We try to give the crew what they like,” said DeLima “We use the Navy meal plan, but we also like to improve upon them by adding extra things like spices. We also try accommodate special requests.”

Outstanding food service isn’t just about feeding the bodies of the crew. According to Capt. Daniel Glazier, Yukon’s civil service master, good food is also good for morale.

“Good food greatly affects the crew,” said Glazier. “They work hard and look forward to having good food, that’s well prepared and not just cooked and slapped on their plate. This award is very well deserved! Having our food service team at a competitive level means extra care

The Military Sealift Command fleet replenishment oiler USNS Yukon has been recognized for its outstanding food service program as a recipient of the annual Capt. David M. Cook award for food service excellence. The Yukon Food Service Team, (from left to right) SU Ellen Aquino, SU Alfred Ting, Chief Cook Conrado Hortizuela, Delphin Cac, SU Arnel Dedios, Chief Steward Louie DeLima, Second Cook Ross Moguels, Supply Officer Rod Gonzales, Captain Dan Glazier, YNSK Johnnald Ferrer, SU Tirran Bouvia, SU Tess Garcia, SU Grace Ravelo and Cook Baker Nestor Josafat. (U.S. Navy courtesy photo)



of the quality and attention is higher in all respects; safety, food preparation, cleanliness, and presentation all greatly benefit the crew.”

For DeLima, receiving the Captain David M. Cook Food Service Award is acknowledgment for his, and his team’s hard work, attention to detail and dedication to Yukon’s crew.

“I’m so excited to receive this award,” said DeLima “It shows that I can make a difference on the morale of the crew.”

In addition to a plaque that commemorates their achievement, the food service team will also receive a performance award and a one-week shipboard culinary training session provided by a certified executive chef.

The Captain David M. Cook Award honors MSC’s former director of logistics, Capt. David M. Cook. While serving as MSC’s logistics director from 1995 until 1998, he was instrumental in enhancing every aspect of food service operations at MSC, from training for food service staff to nutrition education for ship crews.

MSC Delivers Cargo, Supplies in Support of Annual Pacer Goose Sustainment Mission

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs

Chartered by the U.S. Navy’s Military Sealift Command, heavy lift container ship MV SLNC Magothy departed Naval Station Norfolk, Virginia, June 9, setting sail for Thule Air Base in Greenland, located 750 miles north of the Arctic Circle, with more than 1,000 tons of critical cargo and supplies.

Previously known as Operation Pacer Goose, Pacer Goose Sustainment 2020’s summer goal is to move a year’s worth of sustainment material into Thule during the small window that the ice is thin enough to be broken and ships can pull into port.

Assisting with this critical mission are 17 contract civilian mariners assigned to Magothy, along with several employees from Norfolk’s Defense Logistics Agency Distribution, who worked tirelessly for five straight days in Norfolk to meet the ship’s deadline of loading four pieces of heavy equipment cargo and 94 containers filled with various supplies.

Working during a pandemic is no easy feat, Capt. Noah Myrus said, master of Magothy. “As in all aspects of life, the COVID-19 pandemic has created very difficult and unforeseeable challenges for Pacer Goose. Through the resilience and adaptability of all entities and persons involved this critical supply mission will be accomplished.”

Due to environmental factors, the summer is the best time of year to resupply Thule,” Myrus said. “Based on historic ice patterns, July is the most favorable time to reach so far into the Arctic Circle.”

Because ice growth is unpredictable, Magothy requires an escort to Thule from medium class icebreaker Canadian Coast Guard ship Captain Molly Kool.

“Having an escort increases the level of safety during the transit from Disko Island to Thule,” Myrus said.

While Magothy takes four days to unload at Thule, Molly Kool will escort tanker Maesrk Peary, responsible for resupplying the base with its yearly fuel, from Thule back to Disko Island. Once complete, the icebreaker will return to Thule to escort Magothy back to Disko Island before going

off hire. Magothy is expected to return to Norfolk in mid-August with all of Thule’s solid waste and non-repairable equipment for discharge.

“All aboard the SLNC Magothy are proud to have the opportunity to support Thule Air Base, since it is a critical National Security asset,” Myrus said.

The Pacer Goose mission was originally created in secret as a refueling base of strategic bombers during the Cold War. Today, the base of 1,100 U.S. Air Force, U.S. Coast Guard, and multinational personnel serves as a detection and traction station for object traveling over the Arctic Circle.

Civilian contract mariners aboard ships like Magothy have provided key support in supplying Thule since 1952.

MSC first began supporting the resupply mission in the 1960s. This is DLA’s 23rd year and Maghoty’s first time supporting the mission.



Chartered by U.S. Navy Military Sealift Command, heavy lift container ship MV SLNC Magothy arrived Naval Station Norfolk, Virginia on June 29, in support of Pacer Goose Sustainment 2020, an annual resupply mission to move a year’s worth of sustainment material into Thule Air Base in Greenland. (U.S. Navy photo by LaShawn Sykes)

Maritime “E” Award Winner T-AKE 13 Deploys to U.S. 6th Fleet

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs



Military Sealift Command’s dry cargo and ammunition ship USNS Medgar Evers (T-AKE 13) departed Naval Station Norfolk, Virginia, July 1, to begin its overseas deployment in support of U.S. Naval and allied forces operating in the U.S. Sixth Fleet’s area of responsibility. (U.S. Navy Photo by LaShawn Sykes)

Military Sealift Command’s dry cargo and ammunition ship USNS Medgar Evers (T-AKE 13) departed Naval Station Norfolk, headed to the U.S. 6th Fleet’s area of operation, that covers the Mediterranean Sea, July 1. While on deployment, the vessel will provide critical supplies to U.S. Navy and allied ships at sea.

Underway replenishments are how the Navy is able to keep their warfighting ships at sea in order to accomplish the nation’s work, said T-AKE 13 master, Captain Zachery Daniels. “For the Sailors aboard Navy ships, underway replenishments bring letters from home, care packages, repair parts, as well as food, fuel, and ammunition in order to support their ship’s missions. We, the crew of the Medgar Evers, are the essential workers of the sea.”

Prior to the ship’s departure from Norfolk, Medgar Evers spent three months serving as the primary Combat Logistics Force (CLF) re-supply

ship assigned to carrier USS Harry S. Truman (CVN-75). The vessel was responsible for conducting 29 underway and nine vertical replenishments, and transferring 2.25 million gallons of fuel and 6,863 pallets of critical cargo and supplies.

Medgar Evers is crewed by 129 civil service mariners, also referred to as CIVMARS. According to Daniels, the most challenging part about this deployment will be dealing with COVID-19. Despite the challenges that come with working through this pandemic, both he and the crew “are excited to support the Navy and are looking forward to their overseas deployment.”

MSC awarded Medgar Evers the Maritime Excellence Award on June 10 for the underway replenishment category. The “E” award is one of the command’s top honors presented to CLF ships. T-AKE 13 was nominated for outperforming all other T-AKEs in its class during competitive-year 2019. “This award appropriately reflects the endless hours the ship and crew have spent maintaining the highest degree of operational readiness and is a true testament to the elite seamanship of the civilian mariners assigned to the vessel,” MSC Atlantic Commodore, Capt. Janice Smith said.

Medgar Evers is one of Military Command’s 13 Lewis and Clark-class dry cargo and ammunition ships of the United States Navy, named in honor of slain civil rights leader and Army veteran Medgar Wiley Evers, who is especially remembered for his efforts to end segregation at the University of Mississippi in the 1950s and for his opposition to Jim Crow laws in the 1960s.

MSC operates approximately 125 civilian-crewed naval auxiliary ships that replenish U.S. Navy ships, conduct specialized missions, and strategically preposition combat cargo at sea around the world while moving military cargo and supplies used by deployed U.S. forces and allied partners.

MSC Blast From the Past: USS Taluga’s 1000th UNREP

By Shevonne Cleveland, MSC Public Affairs

In May 1977, USNS Taluga (T-AO 62) conducted its 1000th replenishment at sea with USS Kitty Hawk (CV-63) off the coast of Southern California.

To celebrate the milestone, USS Kitty Hawk’s mess department baked a cake for the crew of Taluga and delivered it by replenishment line with congrats from the commanding officer Capt. Ned Hogan and the Kitty Hawk crew.

USS Taluga (AO-62) was laid down under a Maritime Commission contract on Dec. 23, 1943, at Sparrows Point, Maryland, by the Bethlehem Steel Co. The ship was launched July 10, 1944, delivered to the U.S. Navy in Norfolk, Virginia, on Aug. 25, 1944, and commissioned the same day.

Taluga was a Cimarron-class fleet oiler, acquired by the U.S. Navy during World War II, served primarily in the Pacific theatre of operations, and provided petroleum products where needed to combat ships. Taluga was awarded four battle stars during World War II, four during the Korean War, and six campaign stars during the Vietnam War.

USS Taluga was transferred to Military Sealift Command in May of 1972 and was the first MSC fleet support oiler. Initially, USNS Taluga was deployed to the Western Pacific and manned with a civilian mariner crew of 105, and a 16-member military detachment to handle communications. The advantages of having a civilian crew were favorable and proved highly productive since the mariners were experienced professionals able to perform a variety of shipboard tasks. In addition, the overall cost for the ship’s operation was about half the cost of a military-manned oiler, \$3.6 million a year as compared to \$6.6 million.

USNS Taluga continued to carry out numerous missions for MSC and was officially struck from the Naval Vessel Register in 1992.

(Pictured: USNS Taluga (T-AO 62) refuels USS Iwo Jima, 1970s.)



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MSC Oiler USNS Henry J. Kaiser Provides Logistics Services to USS Theodore Roosevelt on Final Leg of Their Deployment

By Sarah Burford, Military Sealift Command Pacific Public Affairs



Aviation Electrician's Mate Airman Dallas Josey signals the pilot of an MH-60S Sea Hawk, assigned to the "Eightballers" of Helicopter Sea Combat Squadron (HSC) 8, as it delivers supplies to USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea with USNS Henry J. Kaiser (T-AO 187). (U.S. Navy photo by Mass Communication Specialist Seaman Erik Melgar)

Off the coast of Hawaii, the Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) did its part to help the ships of the USS Theodore Roosevelt Strike Group on their trip home to San Diego following a deployment to the Indo Pacific region, by providing fuel and stores during replenishments-at-sea operations.

Kaiser delivered 107 pallets of food, parts and equipment and nearly 500 thousand gallons of diesel ship fuel.

MSC's ability to replenish ships at-sea, benefits the Navy by providing all the items needed to sustain the ships at sea, allowing them to stay in the area of operation longer, and without the need to come into port for supplies. In the COVID-19 world, this is even more important, as staying underway ensures ship crews, reduce their risk of exposure to the virus, keeping them healthy and able to perform the missions assigned to them.

"We're proud to be a part of getting this great ship and its Sailors home from a very challenging deployment," said Capt. Gabe Varela, commander, Military Sealift Command Pacific. "It might be the last leg of the journey, but it is still important to get the ships in our area of operation the fuel, food and supplies they need to meet their mission."



Sailors move away from an MH-60S Sea Hawk helicopter as it lifts cargo from the USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea with USNS Henry J. Kaiser (T-AO 187). (U.S. Navy photo by Mass Communication Specialist Seaman Erik Melgar)

September: Fruits & Veggies Month — More Matters

From Leighanne Gerstbrein, Military Sealift Command Health Coordinator

Diets rich in fruits and vegetables nourish your body with the essential vitamins and minerals it needs to function optimally. Feeding your body with an adequate amount of fruits and vegetables lowers your risk of cancer, other chronic diseases, and improves your immune system and overall health. In addition, fruits and vegetables are energizing, packed with nutrients and fiber, low in calories and fat, and full of water to help you maintain a healthy weight.

According to the U.S. Department of Agriculture's (USDA) MyPlate nutritional guide, you should aim to fill half your plate with fruits and vegetables at each meal. It is recommended that adults eat anywhere from 1½ to 2½ cups of fruit and two to four cups of vegetables every day, depending on your age, gender, and activity level. Studies have found that this will help reduce your risk of heart disease and stroke, high blood pressure, certain types of cancer, type 2 diabetes, and vision and gastrointestinal health issues.

As we transition into fall, check out this seasonal produce guide with a list of fruits and vegetables that are best to buy this time of year:

- | | | |
|----------------|------------------|-------------------|
| - Apples | - Bananas | - Beets |
| - Bell Peppers | - Broccoli | - Brussel Sprouts |
| - Cabbage | - Carrots | - Cauliflower |
| - Celery | - Collard Greens | - Cranberries |
| - Grapes | - Green Beans | - Kale |
| - Lettuce | - Mangos | - Mushrooms |
| - Onions | - Peas | - Pears |
| - Pineapple | - Potatoes | - Pumpkin |
| - Raspberries | - Spinach | - Sweet Potatoes |
| - Turnips | | |

MSC has available resources for you. For more information on this or the Health & Wellness Program at MSC, contact one of your Health Promotion Coordinators:

CSU-East, Email:Leighanne.gerstbrein.ctr@navy.mil
CSU-West, Email: kkutina@millenniumenterprises.net

Change of Command in the Era of a Global Pandemic: Commander, Maritime Prepositioning Ships Squadron Two Changes the Helm

By Petty Officer 2nd Class Charlotte Oliver, U.S. Navy Support Facility Diego Garcia Public Affairs

Commander, Maritime Prepositioning Ships Squadron Two (COMPSRON 2) held a change of command ceremony on board U.S. Navy Support Facility Diego Garcia July 17.

Capt. Joel Stewart assumed command from Commodore Jason Reller.

The time-honored change of command ceremony had less pomp and circumstance due to the current global pandemic and social distancing restrictions.



Capt. Jason S. Reller, the outgoing Commander, Maritime Prepositioning Ships Squadron Two speaks during his change of command ceremony held at Naval Support Facility Diego Garcia. (U.S. Navy photo by Mass Communication Specialist 2nd Class Charlotte C. Oliver)

"Under normal circumstances," said Reller. "We'd be gathered closely together in seats at the Officer's Club in summer whites for a brief but formal ceremony to transfer the mantle of command from one officer to another. But this as we all know, is not a normal circumstance."

Sailors and guests gathered in front of building 28, standing at six-foot intervals marked with the tropical island atoll's abundant coconuts.

"We are in the midst of a global pandemic," continued Reller. "Fighting the good fight to keep our island and our shipmates healthy. We're conducting this ceremony in a working uniform, as a reminder to us all that we must continue to work together to stay safe while never forgetting why we are here – the missions we are here to support."

During Reller's tenure as Commodore, he coordinated 9,000 hours of underway steaming of the nine Military Sealift Command ships in support of U.S. Indo-Pacific Command and U.S. Central Command areas of responsibility and 90 ship movement within the Diego Garcia operating area.

Reller finished his speech thanking the COMSRON staff, Sailors and civilians alike, and the support of NSF Diego Garcia as well.

Stewart takes the helm as commodore, coming from Deputy Chief of Staff Operations, Plans and Training for Expeditionary Strike Group Three in San Diego.

"It is with great humility and honor that I assume command of this squadron," said Stewart. "I am only here because I was supported by family, friends and shipmates on an uncharted course that began when I first donned a Navy uniform nearly 35 years ago."

“As Grumman is a United States Coast Guard certified ship, we are required to carry specific persons that can perform the ship’s required duties, in order to maintain and operate the ship to meet these USCG requirements,” said Walzak. “Most know about captains and chief engineers, who, while important, are not the backbone of the ship,” he continued. “It is the core of the crew, the unlicensed deck, engine, communication and supply personnel, who carry the load for us.”

“Many of our people, from top-to-bottom are ‘jacks-of-all-trades,’ and perform numerous day-to-day duties, outside of providing UNREP services,” he added. “Our crew goes beyond the job descriptions of their particular ratings. We have come to expect that even entry level personnel, many of which are new hires, will develop into capable UNREP teams, damage control and fire-fighting teams, as well as the specific ratings to which they are assigned aboard.”

The ship’s namesake, Leroy Grumman, was an American aeronautical engineer, test pilot, and industrialist who founded the company now known as Northrop Grumman.

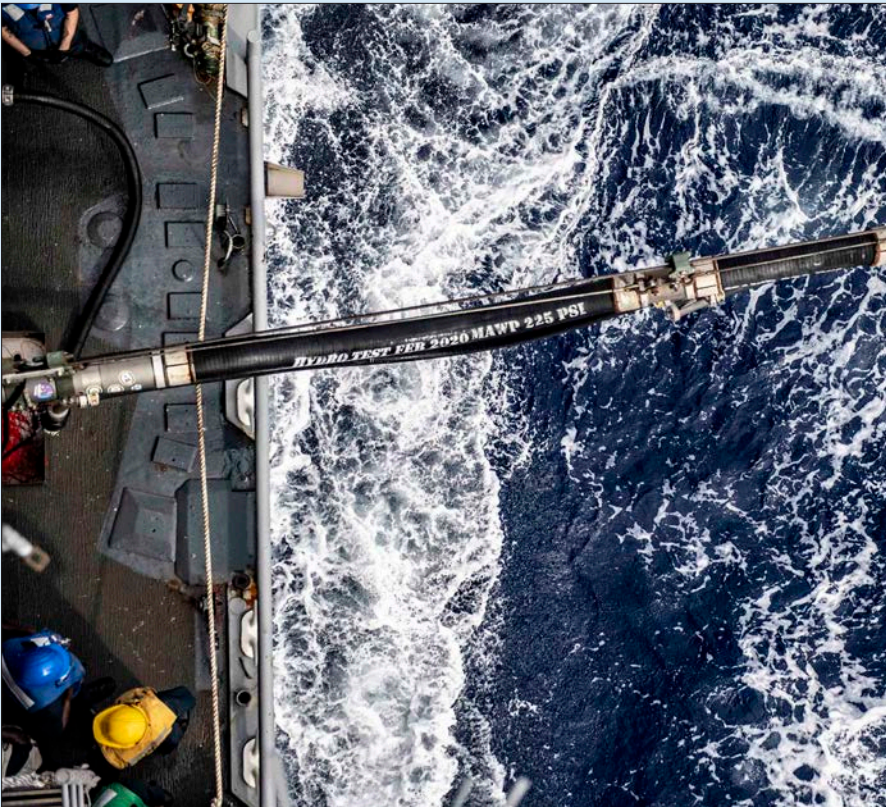
“UNSN Leroy Grumman, as I believe all MSC ships have, possesses pride that goes deeper than the crew-list,” concluded Walzak. “Many of our mariners have been aboard for many years, whether continuously or via repeated assignments, and have a personal stake in this ship.”

“There are many factors that have impacted our crews, but together we get the job done,” he added. “Our mission is always at the pinnacle of our thoughts, which I believe will make this deployment a success. Grumman is one crew, and one team.”

ANYDAY



The guided-missile cruiser USS Princeton (CG 59) steams away after conducting a replenishment-at-sea with the Military Sealift Command dry cargo and ammunition ship USNS Wally Schirra (T-AKE 8). (U.S. Navy photo by Mass Communication Specialist 2nd Class Logan C. Kellums)



Sailors connect fueling lines to the Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67) from the dry cargo and ammunition ship USNS Alan Shepard (T-AKE 3) during a replenishment-at-sea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Isaac Maxwell)

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



Third Officer
Jonathan Jeffrey Morris
MSC Service:
2010-2020



Able Bodied Seaman
Carlos B. Novelo
MSC Service:
2002-2020



First Officer
Rashid S. Rashid
MSC Service:
2012-2020



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