



SEALIFT

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An MV-22B Osprey assigned to Air Test and Evaluation (HX) Squadron 21 flies over the Military Sealift Command hospital ship USNS Mercy (T-AH 19). Mercy was underway, off the coast of Southern California, completing Dynamic Interface Testing, where the ship's aviation facilities were evaluated for compatibility with the V-22 Osprey and MH-60 Sea Hawk, and establish launch and recovery windows in adverse weather conditions. (U.S. Navy photo by Mass Communication Specialist 3rd Class Luke Cunningham)

USNS Mercy Conducts First Flight Deck Landing of V-22 Osprey

By Sarah Burford, Military Sealift Command Pacific Public Affairs

Military Sealift Command's hospital ship USNS Mercy (T-AH 19) recently conducted Dynamic Interface Testing operations off the coast of Southern California. The operations were tests for compatibility usage of variants of the V-22 Osprey and MH-60 Seahawk with the ship's new flight deck, and the first time a V-22 has landed on an MSC hospital ship.

The testing took place following a seven-month maintenance period where the ship's flight deck was expanded and reinforced to accommodate the size, weight and heat of larger aircraft, allowing the ship to receive patients and supplies through a variety of aviation platforms.

Over the course of several days, the ship supported exercises with the V-22, practicing take-offs and landings from Mercy's flight deck, followed by operations with the MH-60s. Increased flight operations will allow

critical patients a quicker route to the ship for treatment, versus a slower boat ride from one of the ship's tender boats.

Because this is the first time the V-22s have conducted flight operations aboard Mercy, Navy personnel from San Diego, Wasp-class amphibious assault ship USS Boxer (LHD 4), Arleigh Burke-class destroyer USS Stethem (DDG 63), America-class amphibious assault ship USS Tripoli (LHA 7), Helicopter Sea Combat (HSC) Squadron 3 and Helicopter Maritime Strike (HSM) Squadron 49, were aboard to train and assist the Civil Service Mariner crew.

"This is a historic event in the storied life of the USNS Mercy, and for MSC," said Capt. Kendall Bridgewater, commander, Military Sealift Command Pacific. "Improving the capability of the ship to support newer aircraft platforms such as the MV-22, allows greater flexibility and enhances the embarked Medical Treatment team's ability to continue providing the outstanding care they are known for. This investment in new capability is a great example of MSC's continued support to the fleet and plays an important role in keeping the U.S. Navy competitive well into the future."

The Dynamic Interface operations were one of several training, testing and inspection periods the Mercy will undergo in preparation for future missions.



Sailors aboard Military Sealift Command hospital ship USNS Mercy (T-AH 19) observe an MV-22B Osprey assigned to Air Test and Evaluation (HX) Squadron 21 land on the ship's flight deck for the first time, April 14. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jake Greenberg)



An MV-22B Osprey assigned to Air Test and Evaluation (HX) Squadron 21 idles on the flight deck of the Military Sealift Command hospital ship USNS Mercy (T-AH 19). (U.S. Navy photo by Mass Communication Specialist 3rd Class Luke Cunningham)

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USNS Medgar Evers Wins MSC's "E" Award Two Years Running

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs

Aristotle described excellence as an art won by training and habituation. For two consecutive years, the dry cargo ammunition ship USNS Medgar Evers (T-AKE 13) has won Military Sealift Command's annual Maritime "E" Award for excellence. The ship's consistent standard of training longer, working harder, and giving more than any other vessel in its class, earned the ship its winning competitive edge for fiscal year 2020.

In spite of the ongoing COVID-19 pandemic, which continues to lurk around at every corner, Capt. Zachary J. Daniels, USNS Medgar Evers Master, said his Civil Service Mariners (CIVMARS) have done a brilliant job of navigating the crisis. By leaning on and supporting each other through the tough times, the crew has been able to maintain the highest level of quality service to the Navy's warfighters at sea, he said.

"I couldn't be more proud! I see the hard work and dedication that goes into keeping the ship performing at the level it does, and it's a collective effort," said Daniels. "The 'E' award is an external validation of the effort I see everyone putting in each and every day."

Capt. Janice G. Smith, Commodore, Military Sealift Command Atlantic, presented MSC's "E" Award to the master and several CIVMARS aboard the vessel on Naval Station Norfolk, March 16.

"Earning MSC's 'E' Award is a true testament to the elite seamanship of Medgar Evers' CIVMARS and their steadfast commitment to always lean forward, providing an unmatched level of service to the Navy's warfighters worldwide," Smith said. "The ship's tireless efforts in providing year-round quality replenishment services last year was done extraordinarily well, during an extraordinary time in our nation's history."

MSC's "E" Award is one of MSC's top honors presented to Combat Logistics Force ships. The award was created to recognize those vessels that perform at the highest level of operational readiness, performance, efficiency, and safety standards.

Medgar Evers is one of 14 Lewis and Clark-class dry cargo and ammunition ships of the United States Navy, named in honor of World War II veteran and civil rights activist Medgar Evers.



For the second year in a row, Military Sealift Command awarded USNS Medgar Evers (T-AKE 13) the Maritime Excellence Award in March for the underway replenishment category. The "E" award is one of the command's top honors presented to Combat Logistics Force ships. T-AKE 13 was nominated for outperforming all other vessels in its class during competitive-year 2020. (U.S. Navy photo by LaShawn Sykes)

USNS Apache Wins "E" Award as MSC's Best Fleet Ocean Tug in 2020

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs



Military Sealift Command awarded the fleet ocean tug USNS Apache (T-ATF 172) the Maritime Excellence Award in March for the fleet ocean tug category. The "E" award is one of the command's top honors presented to MSC ships. Winning the award is a positive validation for all of the hard work the crew has put in over the last few years, said Captain Matthew Hoag, USNS Apache's Master. (U.S. Navy photo by LaShawn Sykes)

Military Sealift Command's fleet ocean tug USNS Apache (T-ATF 172) clinched MSC's Maritime "E" award for the first time on March 9.

One of the top honors presented annually by MSC is its Maritime "E" award, with pennant. The purpose of the award is to recognize those U.S. Naval Service Ships and Civil Service Mariners (CIVMARS) who demonstrated the highest degree of operational excellence during the prior calendar year. This award is similar in concept to the Navy's Type Command Battle Efficiency or the Battle "E" award.

"Winning the award is a positive validation for all of the hard work the crew has put in over the last few years," said Capt. Matthew Hoag, USNS Apache's Master. "The key to repeating this year's success next year will

require us to keep our guard up and put safety and mission excellence first and foremost as achievable goals."

Capt. Janice G. Smith, Commodore, Military Sealift Command Atlantic, presented the "E" award on March 17 to several members of the Apache crew and the ship's master on the pier at Joint Expeditionary Base Little Creek, Fort Story.

"MSC's "E" award appropriately reflects the endless hours the Apache crew have spent, maintaining the highest degree of operational readiness. It is a true testament to the elite seamanship of the Civil Service Mariners assigned to the vessel," Smith said.

"In order to clinch the excellence award, the Apache crew developed a culture aboard the ship that instilled commitment to success and pride within all crew-members," Hoag said. "I couldn't possibly be more proud of my crew. We are a diverse group of experienced CIVMARS who love our work and have mutual respect for each other."

Apache was nominated for outperforming all other fleet ocean tugs in competitive-year 2020, by demonstrating day-to-day excellence in providing the highest degree of operational readiness, performance, efficiency, and safety standards.

Apache is the last of Powhatan-class ocean tugs and the fifth ship in the Navy to bear the name. It is equipped with a 10-ton capacity crane and a bollard pull of at least 54 tons. Operated by MSC and crewed by 18 CIVMARS, the Apache was delivered to the U.S. Navy in 1981.

As the U.S. Navy's maritime transporter, MSC is tasked with specialty missions such as salvage, towing, and research. In order for MSC to conduct their specialty missions, they use many vessels including their Powhatan-class tug boats. One particular transport mission involving Apache in 2020 involved the recovery of a Landing Craft Mechanized (LCM) that sunk 15 years ago near the quay wall on Joint Expeditionary Base Little Creek-Fort Story. With the help of Mobile Diving and Salvage Unit 2, the craft was successfully located and towed from Pier 59 to the end of the quay wall, June 10, 2020.

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Military Sealift Command Hosts Annual Sexual Assault Awareness Prevention Month Walk

By Bill Mesta, Military Sealift Command Public Affairs



U.S. Navy Veteran Heath Phillips, a sexual assault and suicide survivor, addresses service members and civilian teammates assigned to Military Sealift Command during the command's annual Sexual Assault Awareness Prevention Month (SAAPM) Walk. (U.S. Navy photo by Bill Mesta)

Service members and civilian teammates assigned to Military Sealift Command hosted the command's annual Sexual Assault Awareness Prevention Month Walk at the MSC headquarters on Naval Station Norfolk, April 27.

The event was held to raise awareness of the devastating impact of sexual assault on the Navy and as a demonstration of solidarity with those who are victims of sexual assault.

U.S. Navy Veteran Heath Phillips, a sexual assault and suicide survivor who advocates for survivors of sexual assault, was the keynote speaker for the event.

In 1988, Phillips joined the Navy, shortly after his 17th birthday.

"I am a rape survivor from my time that I was in the Navy. I joined the Navy 33 years ago today. I endured 10 months aboard a ship being assaulted by six guys; hazed, beaten and bullied," according to Phillips.

He began being harassed and sexually assaulted by six Sailors shortly after arriving to his first duty station. He reported the repeated sexual assaults to his chain of command, but no action was taken, according to an audio presentation of Phillips' story.

"My experiences caused a huge mental toll on my life," Phillips added. "I began drinking, smoking cigarettes and experimented (with drugs). Some of the things (about my experience) which really affected me the most, and still do today, are that nobody ever helped me.

I was (living) in a berthing area with 120 other shipmates and not one of them ever extended a hand, offered to help, spoke to me; nothing, he added. "For years I have had to struggle and think about 'what was so wrong with me that nobody would help me'."

Phillips encouraged senior and enlisted leadership to alter their thinking when it comes to communicating with their people about sexual assault. He encouraged leadership to foster an environment where one's position as a leader doesn't make them unapproachable when a shipmate is in need.

"The Navy didn't rape me. My commanders didn't rape me," Phillips said. My commanders ignored me, but six guys did rape me. Nobody should ever have to live through that;-nobody."

After Phillips concluded his address, the audience members were given the opportunity to walk a lap around the 'horseshoe' in front of the headquarters to reflect on the issue of sexual assault in the Navy.

"My goal was to technically be a 'lifer' which would have meant serving for 20 years in the service," Phillips said. "One of the things I was taught when I was younger was to not be an innocent bystander; always stand up and say something."

"It is very important that we learn, as individuals and humans, to be able to step outside of that box; to be able to confront things," he said. "As a man being raped by other men, there is a huge stigma, and nobody really talks about this."

"Yes, I have been raped and yes, I am a survivor; but you can move forward," Phillips concluded.

Rear Adm. Michael Wettlaufer, Commander, Military Sealift Command, thanked Phillips for his courage and then addressed the audience. He encouraged victims of sexual assault to report their experience and for leadership to actively listen to potential victims of sexual assault.

"The only way we can (as a Navy) push beyond the devastation of sexual assault is to never ignore it," said Wettlaufer. "It is our duty to listen to our people and to ensure that if they are victims of sexual assault that they are cared for and never ignored."

Military Sealift Command remains dedicated to providing a safe and inclusive work environment, and to the advancement and well-being of all its teammates.

Service members and civilian teammates, assigned to Military Sealift Command, participate in the command's annual Sexual Assault Awareness Prevention Month (SAAPM) Walk at the MSC headquarters on Naval Station Norfolk, April 27. Each year MSC teammates host the SAAPM walk to raise awareness about sexual assault. (U.S. Navy photo by Bill Mesta)

Service members and civilian teammates, assigned to Military Sealift Command, participate in the command's annual Sexual Assault Awareness Prevention Month (SAAPM) Walk at the MSC headquarters on Naval Station Norfolk, April 27. Each year MSC teammates host the SAAPM walk to raise awareness about sexual assault. (U.S. Navy photo by Bill Mesta)

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Service members and civilian teammates, assigned to Military Sealift Command, participate in the command's annual Sexual Assault Awareness Prevention Month (SAAPM) Walk at the MSC headquarters on Naval Station Norfolk, April 27. Each year MSC teammates host the SAAPM walk to raise awareness about sexual assault. (U.S. Navy photo by Bill Mesta)

MSC Blast From the Past: USNS Longview

By Shevonne Cleveland, Military Sealift Command Public Affairs

USNS Longview (T-AGM 3) was a Longview-class missile range instrumentation ship which was converted to use as a missile tracking ship operating in the Pacific Ocean.

Longview was originally named SS Haiti Victory (T-AGM 238) and operated as a Greenville-class cargo Victory ship in the Atlantic and Pacific Oceans during World War II.

Haiti Victory (T-AK 238) was laid down under U.S. Maritime Commission contract by Permanente Metals Corporation, Richmond, California, on April 22, 1944. The ship was launched on July 20, 1944 and delivered to the War Shipping Administration on Sept. 18, 1944.

In 1950, Haiti Victory was assigned to the Military Sea Transportation Service for cargo operations in the Atlantic Ocean, and became the first ship to recover a space vehicle from orbit. On Aug. 11, 1960, a helicopter from the ship retrieved a 300-pound capsule that was launched into orbit the previous day by a Thor-Agena rocket as part of the Central Intelligence Agency's Corona spy satellite project.

Haiti Victory was renamed Longview and re-classified T-AGM 3 in November 1960, and continued operations in the Pacific supporting the U.S. space program.

(Pictured: USNS Longview underway, May 1970)



SDDC, 7th TBX conduct JLOTS mission for DEFENDER-Europe 21

By Johnathon Orrell, Military Surface Deployment and Distribution Command

The Military Surface Deployment and Distribution Command’s 841st Transportation Battalion, in conjunction with the 7th Transportation Brigade – Expeditionary (TBX), recently performed Joint Logistics Over-The-Shore operations at the Port of Portsmouth in support of DEFENDER-Europe 21.

Equipment from the 7th TBX was loaded aboard the Military Sealift Command’s large medium speed roll-on/roll off-ship USNS Bob Hope (T-AKR 300), joining equipment from other units previously loaded during port operations in Jacksonville, Florida. Once in Europe, the units will conduct larger JLOTS operations as part of Immediate Response, one of DEFENDER-Europe 21’s linked exercises, where more than 5,000 troops from eight countries will spread out across 31 training areas in 12 different countries to conduct live-fire training.

JLOTS operations are part of U.S. Transportation Command’s strategic sealift mission. The process allows combined Army and Navy forces to move equipment to and from a ship on air-cushioned watercraft to overcome anti-access and area-denial challenges while improving the ability to move forces closer to tactical assembly areas.

JLOTS missions are unique in that they allow for an entire brigade-sized element to be moved on and off a ship with an improvised port infrastructure, providing flexibility to choose load locations such as a bare beach, austere port, or a damaged or fixed port.

“It’s a strategic advantage when dealing with an austere environment or when dealing with any other limiting factors that would otherwise stop us from moving such a high volume of equipment at a rapid pace,” said Chief Warrant Officer 2 Jordan Milo, 841st Transportation Battalion mobility warrant officer and DEFENDER-Europe 21 operations officer in charge at the Port of Portsmouth.

“It doesn’t require ramps, it doesn’t require anything other than the causeway, which can be assembled organically from the vessel. The ramp is able to lower onto the causeway and then equipment can begin to [roll-on/roll-off] expeditiously and be pushed ashore,” said Milo.

This operational maneuver enhances SDDC’s seaport of debarkation capabilities in support of joint force campaigns and operations.

“Any limiting factors that would have existed from not having an improved infrastructure port, or if the depth of the water wouldn’t allow for the vessel to come in, that’s where these JLOTS operations allow us to project power ashore where we need it,” said Milo.

“If a vessel this size couldn’t pull straight into port to drop a ramp to offload over a thousand pieces of combat power, they’re able to offload it onto a barge much faster and more economically than flying it in,” he added.

During the operation, SDDC served as the centralized and streamlined communication channel, while the 7th TBX performed the heavy lifting from the causeway barges to the USNS Bob Hope.

“We organize and coordinate between all of the different key leaders of the Navy, the port authority, the stevedores, and the 7th Transportation Brigade, who are executing the mission,” said Milo.

“We’re serving as that single contact – the quarterback if you will – that’s helping to manage the project and the upload. We’re able to provide them with infrastructure and support as needed as well as ship load stow plans, so that when they’re loading the vessel we have our load planners on site able to make adjustments as needed. We’re able to capture the dimensional data that is needed and then for in-transit visibility we upload into our information systems for tracking purposes,” he added.

SDDC also serves as the single port

manager to provide operational visibility for the commander.

“We are the coordinators for port authorities and ensure stevedores are available to assist with the loading of the vessel,” said Milo. “We provide overarching safety as well as all reporting up through to U.S. Transportation Command so that they have full visibility of the operations throughout all the different modes and nodes.”

The 7th TBX used the Portsmouth mission as an opportunity to increase their capabilities and hone their skills in the JLOTS mission set.

“Everything that we do is to prepare for further, future or possible scenarios in the real world. We train to fight,” said Chief Warrant Officer 3 Jaime Hernandez-Pagan, the 7th TBX mobility warrant officer, adding “We train in austere environments to prepare ourselves and the Soldiers for the worst case scenario and to test our equipment and to ensure it is the best equipment to execute the mission.”

In the end, all of this training and mission execution will support the larger DEFENDER-Europe 21 exercise led by U.S. Army Europe and Africa. But, before anything can begin in Europe, the unit equipment from the U.S. originates with SDDC and the 7th TBX at the Port of Jacksonville and the Port of Portsmouth.



A stevedore at the Port of Jacksonville drives a military vehicle onto the U.S. Navy's Military Sealift Command's large medium speed roll-on/roll-off ship USNS Bob Hope (T-AKR 300). (U.S. Army photo by Kimberly Spinner)

MSC’s USNS Apache Tows the Ex-Fort McHenry to Philadelphia

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs



Military Sealift Command’s fleet ocean tug USNS Apache (T-ATF 172) completed a dead ship tow of the ex-Fort McHenry (LSD 43), a former Whidbey Island-class landing ship, that began on April 16 from the Mayport Naval Base in Florida, and ended on April 21 in Philadelphia, at the Naval Inactive Ship Maintenance Facility. (U.S. Navy photo)

Military Sealift Command’s fleet ocean tug USNS Apache (T-ATF 172) completed a dead ship tow of the ex-Fort McHenry (LSD 43), a former Whidbey Island-class landing ship, that began on April 16 from the Naval Station Mayport and ended on April 21 in Philadelphia, at a Naval Inactive Ship Maintenance Facility (NISMF).

A dead ship tow occurs when the ship being towed is greater than 100 gross tons, no longer able to operate under its own propulsion

The Master of USNS Apache, Capt. Matthew Hoag said, “With a dead ship tow like any other tow, the master of the tug is always in command and has the final word in respect to the safety of both the tug and the tow.”

Steaming 776 nautical miles over a five-day evolution, Hoag said, the Apache was able to successfully and safely deliver the ex-Fort McHenry to NISMF, where the vessel will be designated as Out of Commission in Reserve (OCIR).

In preparation for a tow of this magnitude, the Apache crew trained extensively.

“We conducted advance tow training that included a full bridge simulator (with the assistance of tugs) at the Maritime Modeling Center in Fort Eustis, Virginia,” Hoag said. “Spending hours simulating the tow connection and departure from Mayport was a great way for my CIVMARS (Civil Service Mariners) to experience what they would face in an identical scenario at sea. Through simulation training, mariners are able to not only improve their competencies, but they are also able to learn

the importance of not compromising safety at sea, which is an invaluable lesson.”

Hoag considers a successful tow mission as one that ends with the vessel delivered to its destination without damage or injury. “All praise and thanks goes to my crew; I am so proud of them. Their excellence contributed greatly to improving maritime operational capabilities and provided unprecedented flexibility to achieve the safety of this dead ship towing operation,” he said.

Ex-Fort McHenry was commissioned on Aug. 8, 1987, at Lockheed Shipyard in Seattle and became inactivated on April 16. After 33 years of service in the fleet, the vessel was decommissioned in a ceremony at Naval Station Norfolk, March 27.

The Navy Sea Systems Command’s (NAVSEA) NISMF office conducted inspections throughout the process to ensure all preparations were in line with guidelines set-up by the Environmental Protection Agency under a general permit the Navy holds pursuant to the Marine Protection, Research and Sanctuaries Act.

Apache is this year’s recipient of MSC’s Maritime “E” Award for outperforming all other T-ATFs in competitive-year 2020, by demonstrating day-to-day excellence in providing the highest degree of operational readiness, performance, efficiency, and safety standards.

As Nation Salutes WWI Veterans at Memorial, Ship’s Crew Salutes Namesake’s Heroism

By Leslie Hull-Ryde, Military Sealift Command Far East Public Affairs

As the leaders and Veterans alike gathered to observe the inaugural flag raising ceremony at the National World War I Memorial in Washington D.C. on April 16, the crew of one Military Sealift Command ship commemorated the service of a Medal of Honor recipient from the same conflict.

The large medium speed roll-on/roll- off ship USNS GYSGT Fred W. Stockham (T-AK 3017) is named for a Detroit native who helped save the lives of several fellow Marines. During World War I, Stockham was assigned to 96th Company, 2d Battalion, 6th Regiment, 4th Brigade, 2d Division. On June 13-14, 1918, his company came under ‘intense enemy bombardment’ at Bois-de-Belleau, according to his Medal of Honor citation.

When Stockham, realized a fellow Marine’s gas mask had been shot away, he immediately gave his own gas mask to the wounded man – and several others – to mitigate the effects of mustard gas.

“He continued with undaunted courage and valor to direct and assist in the evacuation of the wounded, until he himself collapsed from the effects of gas, dying as a result thereof a few days later,” reads the Medal of Honor citation.

“His courageous conduct undoubtedly saved the lives of many of his wounded comrades, and his conspicuous gallantry and spirit of self-sacrifice were a source of great inspiration to all who served with him.”

Stockham died in France less than a week after the attack. His Medal of Honor was awarded posthumously Dec. 21, 1939.

According to the ship’s sponsor, Kitty Crenshaw, Stockham was an orphan who had no known family at the time of his death.

“Having known the indescribable joy and privilege of being an adoptive mother, I immediately adopted this great soldier of the Great War into my heart and memory forever,” she said during the commissioning ceremony in Jacksonville, Florida, in July 2001.



Military Sealift Command's large medium speed roll-on/roll-off ship USNS Gunnery Sgt. Fred W. Stockham (T-AK 3017). (U.S. Marine Corps file photo by Cpl. Wesley Timm)

For the last several years, the World War I Centennial Commission has worked to ensure the memory of Stockham and other World War I veterans endures.

“It is time to honor the heroism and sacrifice of the 4.7 million American sons and daughters who served in WWI,” according to the commission’s website. “World War I remains America’s forgotten war, even though more Americans gave their lives during that war than during Korea and Vietnam combined, and even though it profoundly shaped the rest of ‘the American century.’”

The Military Sealift Command ship named for the heroic Marine is part of Maritime Prepositioning Ships Squadron 3. It provides U.S. Marines strategic seabasing and prepositioning capabilities throughout the Indo-Pacific Region.

“Gunnery Sgt. Stockham’s undaunted heroism inspires us every day,” said Capt. Christopher Sharik, USNS GYSGT Fred W. Stockham’s Master.

NMCB-4 Performs Mount-Out Exercise with USNS Fall River

By Utilitiesman 2nd Class Lilah Hudson-Kindred, Naval Mobile Construction Battalion 4

Naval Mobile Construction Battalion (NMCB) 4 with augmented team members from NMCB 11, formed a 30-person embark organization to perform a joint mount-out exercise (MOX) with USNS Fall River (T-EPF 4), March 15.

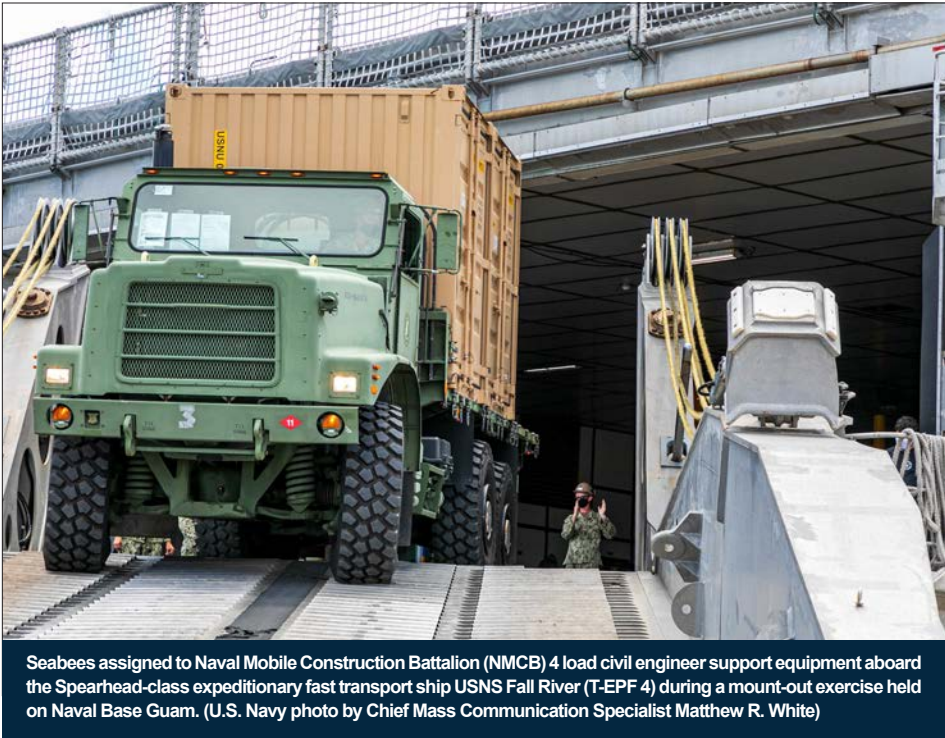
“Being involved in this MOX is a great experience for me since I usually don’t get to work around civil engineering support equipment,” said Utilitiesman Constructionman Apprentice Yashneel Achari.

During the embarkation process, the team prepared and staged the Civil Engineering Support Equipment (CESE). Thirteen vehicles and equipment were physically embarked on the ship, moored pier-side at Naval Base Guam. The CESE included three High Mobility Multipurpose Wheeled Vehicles, a light plant trailer, an Environmental Control Unit, a front end loader, a backhoe, a skid steer, a 12K forklift, a 11K telehandler forklift, two MTVR cargo trucks, one trailer-mounted saw, two 60K generator sets, and other equipment common to multiple NMCB mission sets.

“Getting the extra practice when it comes to CESE embarkation is just another great way to continue my career, because the more I learn, the more I can teach to my junior troops,” said Equipment Operator 3rd Class Sarah Ketchum.

The selected CESE represented equipment required on multiple mission sets that the Seabees offer in the construction of Advance Naval Bases and Expeditionary Advance Bases, which enhances the capabilities of our Joint Forces.

“The Spearhead-class Expeditionary Fast Transport ship provides a viable platform for rapid delivery of Seabees and their equipment, to effectively restore, rebuild, and construct expeditionary bases throughout the



Seabees assigned to Naval Mobile Construction Battalion (NMCB) 4 load civil engineer support equipment aboard the Spearhead-class expeditionary fast transport ship USNS Fall River (T-EPF 4) during a mount-out exercise held on Naval Base Guam. (U.S. Navy photo by Chief Mass Communication Specialist Matthew R. White)

theater,” explained the MOX Officer-in-Charge, Chief Equipment Operator Jamie Lengner.

Each of the members played a crucial role in the preparation and execution of the exercise, which provided an important proof of interoperability in the execution of unit movement in the Indo-Pacific theater.



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Veteran Sailor at the Helm of USNS Yukon

By Leslie Hull-Ryde, Military Sealift Command Far East Public Affairs



Capt. Dan Glazier, Master of Military Sealift Command's fleet replenishment oiler USNS Yukon (T-AO 202) (U.S. Navy photo)

“How long have you been in the Navy?”

It’s a common question, often posed to those in the sea service.

While the answer naturally varies, some resoundingly answer, “All me bloomin’ life!”

Although, it’s not been his whole life, Capt. Dan Glazier, master of USNS Yukon (T-AO 202), has certainly spent a lifetime at sea.

For more than two decades, Glazier served as a quartermaster aboard U.S. Navy ships, primarily cruisers, destroyers, and amphibious ships in the Pacific and Middle East. The retired Chief logged an impressive amount of time on the bridge of several ships, standing watch, helping navigate, keeping the ship on course, even steering the USS Cook (FF-1083) and USS Obrien (DD-975) as master helmsman.

While teaching navigation at Fleet Training Center San Diego, he attended the Southern California Merchant Marine School where he studied and earned his U.S. Coast Guard Third Mate’s License. When he retired after 21 years on active duty, Glazier worked in the commercial shipping sector for three years, mostly on tankers. He joined Military Sealift Command after 9/11 and upgraded his license at the Maritime Institute of Technology and Graduate Studies, near Baltimore.

Glazier is accustomed to taking on heavy loads, not just in cargo but in responsibility and authority as well.

He has served on the majority of classes of ships in MSC’s inventory and was promoted to master on the USNS Howard O. Lorenzen (T-AGM 25) in March of 2012. In the last 19 years the Lima, Ohio native has been part of the MSC team, he served as master of USNS Washington Chambers (T-AKE 11) and USNS Rainier (T-AOE 7) and has held various positions on several other ships in the MSC fleet.

Glazier was awarded the Admiral of the Ocean Seas award, presented by the International Seaman’s Service Center while in command of USNS Richard E. Byrd (T-AKE 4) for the rescue of nine Yemeni seamen in the Gulf of Oman in July of 2014. He has been in command of USNS Yukon since March of 2018.

As a fleet replenishment oiler, Yukon provides critical supplies like fuel, food, and parts to U.S. Navy and international partners’ ships operating in strategic regions all over the globe. As the ship’s master, Glazier is responsible for the entire ship, from bow to stern.

The challenges, opportunities, and the crew members Glazier has led and worked with are what make a Sailor’s life the one for him, not just for the last four decades but for the foreseeable future too.

How would you describe your job?

As master of Yukon, I’m in charge of the entire ship, responsible for everything and everyone on board. That includes all personnel assigned, the operations we conduct, the maintenance we schedule, and the cargo we load, carry, and deliver to our customers at sea. My priority is to conduct safe and professional logistical support operations for the U.S. Navy and our coalition partners.

What is your impact to mission accomplishment?

Yukon and other ships in the U.S. Navy’s Combat Logistics Force have to be where we’re needed, with the right supplies that are needed, at the exact time they’re needed. We sustain fleet operations. We must adjust our schedule to meet the needs of the fleet, while all the time coordinating priorities, making solid plans, and being flexible to replenish ships at sea.

What’s the most difficult or challenging part of your job?

Schedules change constantly. Coordinating an ever-changing schedule comes with a lot of challenges. It’s a balance of workforce and resources to meet those needs and knowing how to keep operations safe. During the last year, changes of schedules, extensions of time in theater, and the unexpected impact of COVID-19 on operations and everyday life have added new considerations. While we juggle all these factors, I must also keep the ship within the classification standards for safety and operation of the American Bureau of Shipping and United States Coast Guard for this 27-year-old, single-hulled oiler.

What’s the most gratifying part of your job?

Without a doubt, the most satisfying thing about serving as master of Yukon is seeing the successes of the crew members who safely carry out the mission.

What would you say to others who may be interested in supporting MSC?

Civil Service Mariners provide an incredible service to the fleet. It takes a certain individual who is willing to do the things [civil service mariners] are doing. There are many opportunities, and even more on the way.

Three MSC Teammates Complete Old Dominion University’s Graduate Certificate in Public Sector Leadership Program

By Bill Mesta, Military Sealift Command Public Affairs

Recently, three Military Sealift Command civilian teammates, all assigned to MSC’s headquarters, completed Old Dominion University’s Graduate Certificate in Public Sector Leadership Program.

Senicia Marshall, from MSC’s cyber security division, Dave Schaeffer of MSC’s Engineering Program and Frank Ragsac from MSC’s Transportation Working Capital Fund Resource Management Program all earned their graduate certificate from ODU.

“Department of Navy (DoN) civilians have an opportunity to participate in a 12-month cohort for the Old Dominion University (ODU) Graduate Certificate in Public Sector Leadership (GCPSL),” according to Human Resource Specialist Roslyn Williams, MSC Training and Workforce Development, Leadership Development Program Coordinator. “This unique opportunity is provided to broaden the experience and increase leadership capability for high potential DoN civilian leaders below the executive level (GS 13-15). Upon completion of the GCPSL, the participants will have developed a broad-base of knowledge and experience to lead Federal, State, and local government organizations.”

The ODU Graduate Certificate in Public Sector Leadership (GCPSL) is a 12-credit, graduate certificate program for middle and upper management leadership core competency development. This curriculum includes a 2-day data analytics class and four, 10-week sessions in contracting principles, financial management, cyber security and strategic management.

“Participation in professional development opportunities supports the MSC’s Civilian Workforce Development Strategy,” Williams said. “It leads to a workforce that is better equipped and prepared to take on daily mission-related challenges.

According to Williams, upon completion of the GCPSL, the participants will have developed a broad-base of knowledge and experience to lead Federal, State, and local government organizations and programs by:

-Bringing about strategic change, both within and outside the organization, to meet organizational needs (Lead Change).

-Establishing an organizational vision and implementing it in a continuously changing and highly ambiguous environment (Lead Change).

-Managing human, financial, and information resources strategically (Business Acumen).

-Devising solutions with an understanding of how to impact business results by making connections between actions/performance and organizational goals and results, as well as pressure points (Business Acumen).

-Building coalitions internally and with other Federal agencies, State, and local governments, nonprofit, and private sector organizations, foreign governments, or international organizations to achieve common goals (Build Coalitions).

-Understanding and consider the relationship of individual or organizational responsibilities vis-a-vis larger Federal, State, or local government strategic priorities (Enterprise-wide Perspective).

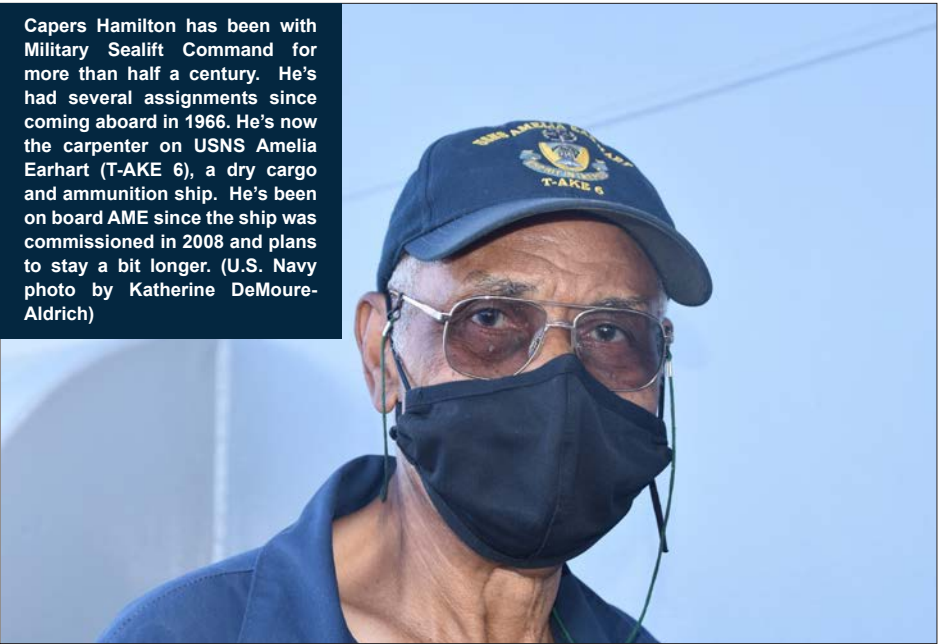
-Integrating information both vertically and horizontally and collaborating among partners across and outside of the Federal, State, or local government (Enterprise-Wide Perspective).

“Professional development opportunities provides opportunity for professional and personal growth; increased knowledge, skills and abilities; and increased morale,” Williams added. “In addition to the educational achievement, students get a sense of accomplishment, increased or reinforced knowledge, and the opportunity to network with other professionals.”

“I’ve worked in a single specialty for my entire career with the government,” Marshall said. “This program allowed me the opportunity to learn about other areas in our organization and gain some knowledge about the work performed within those divisions.”

Civilian Carpenter Reflects on Epic Career

By Leslie Hull-Ryde, Military Sealift Command Far East Public Affairs



Capers Hamilton’s career with Military Sealift Command adds up to:

- Ships: 24
- Plank owner: Two ships
- Major conflicts: Three
- Responsibilities: Too many to count
- Memories: Hundreds of thousands
- Years with MSC: 55

That’s quite a healthy sum of accomplishments, but when you’ve been with an organization for more than five decades, you’re bound to have countless ways to add up a lifetime of accomplishments, which continue to accumulate.

Hamilton, who grew up in Greenwood, Louisiana, enrolled in an auto mechanic training class after high school. He worked in construction before joining the Army Transport Service, the precursor to Military Sealift Command, at Fort Mason Army Base in San Francisco. That was in 1966.

He’s now the carpenter aboard USNS Amelia Earhart (T-AKE 6), a dry cargo and ammunition ship. He’s been on board AME since the ship was commissioned in 2008 and plans to stay a bit longer.

“When you’ve been on a ship for so long, you get a feeling that you’ve really been able to accomplish things for the ship and you become fond of and attached emotionally to the ship,” Hamilton said.

“You know the ship’s secrets. You ‘feel’ when things start to happen and where it’s occurring.”

Being a plank owner – a member of the crew of a ship at the time it’s commissioning – is a source of pride among many Sailors and Civil Service Mariners. Some never get to claim the title. In Hamilton’s case, he’s doubly blessed. In addition to Amelia Earhart, he’s also a USNS Victorious (T-AGOS 19) plank owner.

During his MSC tenure, Hamilton has taken on a variety of roles, attended schools and training, earned numerous certifications, and supported the mission in unique ways.

One of his most memorable assignments was driving MSC buses from all over the San Francisco Bay Area to Travis Air Force base, helping Civil Service Mariners arrive safely to their ships. After a collision at sea, he

mustered all his skills and experience to shore up a ship and control damage. He worked on tug boats operating out of Subic Bay in the Republic of the Philippines many years ago.

Hamilton, known as ‘Chips’ to his friends, also recalls some of the interesting ways he supported U.S. forces during the Vietnam War. For instance, he drove liberty launches for Military Sea Transportation Service crew members in Cam Ranh Bay; helped transport the second wave of Marines into Da Nang; and delivered mail from Tan Son Nhut Air Base to deployed U.S. military personnel.

He has a special place in his heart for making sure the mail gets delivered and has put his ingenuity, acumen, and expertise to work making sure service members receive their packages and letters.

When serving aboard USNS Niagara Falls (T-AFS 3), Hamilton designed and built custom mailboxes for helicopters to use when delivering mail to aircraft carriers. He painted them the same color blue as the U.S. Postal System’s iconic mailboxes and added the USPS logo so everyone involved in the delivery process could easily identify the important cargo. To ensure no possible challenge would thwart delivery of the mail, Hamilton ensured the boxes were equipped with flotation devices, just in case they accidentally fell into the water during replenishments at sea.

“We had to make the mailboxes crash proof, waterproof, and able to float. They had to withstand drops from the helicopter of 1,000 feet into the ocean, be able to remain afloat, and stay dry on the inside,” Hamilton said.

He eventually constructed the boxes to withstand a 2,000-foot drop.

“This became even more important when the loads were actually dropped accidentally and then recovered intact and still waterproof.

This was all key to getting the mail delivered safely and on time, and people noticed.

“Once, I was awakened by a friend in the middle of the night telling me that CNN was airing a story about our boxes on television,” Hamilton said.

He says he remains committed to doing the best job he can for MSC and his ship, yet he won’t commit to retiring – not quite yet. Hamilton still wants to care for the beloved ship he’s so vested in, Amelia Earhart.

What are your responsibilities?

A ship’s carpenter is a handyman with special skills. I do what needs to get done to take care of the ship and the crew, and accomplish the mission. That includes big jobs and small details, like fixing bridge windshield wipers and blinds and ensuring all essential rescue equipment is in proper order: the lifeboat winches and fast rescue boat winches and lifeboat doors and window maintenance. My responsibilities include checking soundings, doing carpenter work, building any required special shipping boxes for equipment, and maintaining all doors, including closures. As a certified locksmith, I maintain anything that locks, repair and replace shower-heads, caulk throughout the ship, monitor soundings during fueling details, scuppers and plugs when loading fuel, and support sea and anchor details by controlling the winches for the mooring lines and the anchor itself. I keep all safety and firefighting gear ready for use, including the Bauer SCBA air compressor machine, refilling oxygen tanks, and monitoring air quality by taking samples of the compressor air for the SCBA bottles each quarter. I lay deck tiles when those are damaged and monitor deck drainage on the ship, which requires me to clean out the drain pipes constantly. That’s just a few of the things I do.

Carpenter continued on page 8

June is Men’s Health Month

From Leighanne Gerstbrein, Military Sealift Command Health Coordinator

This month is a time to raise awareness about health care for men and emphasize how boys, men, and their families can practice and implement healthy living decisions, such as eating right, exercising, and managing stress.

Take control of your health:

According to the Agency for Healthcare Research and Quality (AHRQ), men are 24% less likely than women to have seen a doctor in the past year, yet are more likely to have chronic diseases such as heart disease. Make time for yourself and to check in with your doctor to make sure, like your car, your body is running as smoothly as it should be.

Let’s break it down step-by-step:

Step 1: Take a preventative approach. This means being physically active every day, making healthy food choices, maintaining a healthy weight, being tobacco free, managing stress, and drinking only in moderation.

Step 2: Know your numbers. Many of the significant health risks that men face, to include heart disease and colon cancer, can be prevented

and treated with an earlier diagnosis. Talk to your health care provider about routine checkups and screenings. Monitor your health and your numbers, to include your blood pressure, cholesterol, blood glucose, and weight to stay on top of things that put you at risk for disease and discomfort.

Step 3: Take control. Now is always the best time to take control of your health, but especially if you have been diagnosed with some chronic, or even short-term, health condition that effects your quality of life. Talk with your health care provider about what you can do to take control of your life. In addition, contact your Health Promotion Coordinator to discuss the best ways to implement healthy lifestyle changes that work for you.

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

Why is this position important?

It counts because of all of the critical equipment that has to be boxed in a certain way to be shipped for repairs, and, all the equipment that I'm responsible for is necessary for the ship to function safely and efficiently. All of the fire and watertight doors with their locks and enclosures have to be in good shape - those are one of the biggest safety items for both fire and in the instance of any kind of intruder.

What inspires your work?

To do the job and to do it to the best of your knowledge. You should never be afraid to ask for other people's opinions.

What's the most difficult or challenging part of your job?

My primary focus every single day is maintaining the ship, keeping it well maintained to extend its lifespan and so that it doesn't deteriorate in any way.

What's the most gratifying part of your job?

I am proud when I know I've satisfied both the captain and the chief mate, knowing that the job I just finished was completed to their satisfaction, and knowing that my shipmates appreciate and know what I do for the ship.

What do you want to achieve before you leave the ship?

Good health. I'd like to see all the young people coming into the outfit to take an interest in the ship to which they are assigned and always treat each crew-member as your brother or sister, without malice, no matter what anyone's attitudes are.

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Marshall offered some advice for future students in the academic program.

"Time management is crucial," according to Marshall. "Develop a schedule that will carve out at least an hour a day for studying and homework, especially if you have other life priorities. After you develop a schedule, stick with it. This helped me to not get overwhelmed by all the assignments and complete my assignments on time," Marshall said.

There will be future opportunities for MSC to attend this program and employee requirements are as follows:

- DoN permanent civilians in pay-grades GS 13-15 (or equivalent).
- Employee must have a BS/BA degree; GMAT/GRE not required.
- GS-13 nominees' most recent performance award rating must be "Distinguished" or "Superior."
- GS-14 and GS-15 nominees' most recent performance award rating must be "Distinguished."

What do you want to share with others who may be considering a job with MSC?

You should always remember that everyone is different, and we need to adapt to each other's different attitudes and ways of life.

Since April 1966, Capers Hamilton has supported the MSC mission, serving on two dozen ships:

- USNS General H. J. Gaffey (T-AP 121), ordinary seaman
- USNS Eltamin (T-AGOR 8), ordinary seaman
- USNS Schuyler Otis Bland (T-AK 277), able seaman
- USNS Upshur (T-AP 198), able seaman
- USNS Passumpsic (T-AO 107), able seaman
- USNS Mispillion (T-AO 105), able seaman
- USNS Furman (T-AK 280), able seaman
- USNS Rincon (T-AOG 77), able seaman
- USNS Petaluma (T-AOG 79), able seaman
- USNS Hassayampa (T-AO 145), able seaman
- USNS Taluga (T-AO 62), able seaman
- USNS Hess (T-AGS 38), able seaman
- USNS Furman (T-AK 280), able seaman
- USNS Chauvenet (T-AGS 29), able seaman
- USNS Mizar (T-AGOR 11), able seaman
- USNS Sioux (T-ATF 171), able seaman
- USNS Catawba (T-ATF 168), able seaman and boatswain mate
- USNS Victorious (T-AGOS 19), boatswain mate
- USNS Walter S. Diehl (T-AO 193), carpenter
- USNS John Ericsson (T-AO 194), carpenter
- USNS San Jose (T-AFS 7), carpenter
- USNS Kilauea (T-AE 26), carpenter
- USNS Niagara Falls (T-AFS-3), carpenter
- USNS Amelia Earhart (T-AKE 6), carpenter

-Employee must not be occupying or seeking to qualify for appointment to any position that is excepted from the competitive service (i.e., Schedule C appointment).


-Employee must not be delinquent in complying with mandatory training requirements at the time of nomination.

-Employee must have an active Individual Development Plan (IDP).

"MSC has an extremely robust external leadership development program. MSC supports and centrally funds nineteen leadership development programs that are sponsored by Department of Defense, Department of the Navy, accredited universities, and private-sector entities," Williams concluded. "Eligibility for the programs range from GS-7 all the way through SES. The ODU Graduate Certificate in Public Sector Leadership is just one example of the many opportunities for professional and personal growth offered to MSC staff."


Additional information ODU Graduate Certificate in Public Sector Leadership program and how to apply can also be found on the MSC Portal at <https://msc.navy.deps.mil/Intranet/Training/SitePages/home.aspx>.

Fallen MSC Teammates




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



**Supply Officer
Ricardo S. Banks**
MSC Service:
1999-2021



**Boatswain Mate
Michael Edwards**
MSC Service:
1999-2021



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