Rear Adm. Michael Wettlaufer turned over the helm as commander of Military Sealift Command to Rear Adm. Philip E. Sobeck during a change of command and retirement ceremony aboard the aircraft carrier USN D Dwight D. Eisenhower (CVN 69) at Naval Station Norfolk, Sept. 8.

Hundreds of service members, family and distinguished guests attended the ceremony including; Commander, U.S. Transportation Command (USTRANSCOM) Gen. Jacqueline Van Ovost, who served as presiding officer for the change of command ceremony, and Commander, U.S. Fleet Forces Command, Adm. Daryl Caudle, who was presiding officer for the retirement ceremony.

Wettlaufer, the 28th commander of MSC, assumed the reigns in June 2019, just months before the onset of the COVID-19 pandemic. During this time, he stood up a crisis action and long-range planning teams to preserve the health of the force at-sea and ashore, limiting spread of the virus and resulting in zero mission days lost.

At the President’s direction, Wettlaufer rapidly activated, deployed, kept safe and sustained USNS Comfort (T-AH 20) and USNS Mercy (T-AH 19) to deliver critical medical care to Americans in New York City and Los Angeles with much needed relief to front-line health care providers.

He also advanced MSC into the future, championing robust modeling and simulation capabilities that enabled operational level of war analysis and assessment opportunities. His revolutionary Fuel Distribution Decision Aid enabled U.S. Indo-Pacific Command warfighters and planners to visualize real-time fuel distribution network requirements, risks, and resourcing needs.

“What I learned to appreciate from the start is that MSC is an entire Navy within a Navy,” said Wettlaufer. “Operating a globally deployed fleet leveraging integration across the services and Navy fleets with our commercial shipping and repair industry plus labor partners, MSC generates combat power – that is 145 government and commercially-owned and operated ships today,” said Wettlaufer. “With only 2% of the budget and at 2% of the people when compared to the Navy, this lean team also mans, trains, equips, deploys, sustains and operates nearly 20% of the Navy’s 290 Battle Force ships while providing global logistics support to the other 80%. Importantly, we continue to build new ships to join our stable.

MSC Change of Command continued on page 8
CONSTRUCTION BEGINS ON FUTURE USNS HECTOR A. CAFFERATA JR.

From Team Ships Public Affairs

Construction started on the sixth expeditionary sea base (ESB), the future USNS Hector A. Cafferata Jr. (ESB 8), at General Dynamics National Steel and Shipbuilding Company (GD NASSCO), Aug. 8.

The ESB ship class is highly flexible and used across a broad range of military operations supporting multiple operational phases, similar to the Expeditionary Transfer Dock class. Acting as a mobile sea base, they are part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and sustainment with flexible distribution.

“The ESB platform has demonstrated they have not only the flexibility, but the capability to meet and protect our warfighting advantage,” said Tim Roberts, Strategic and Theater Sealift Program Manager, Program Executive Office (PEO) Ships. “The ship will support a variety of mission sets while focusing on its core capabilities of aviation facilities, berthing, special operations, equipment staging, support, and command and control operations.”

In July, the ship was named by Secretary of the Navy Carlos Del Toro in honor of Medal of Honor recipient and Korean War veteran Hector A. Cafferata Jr. and is the first ship to carry his name.

GD NASSCO is also currently building the future USNS Robert E. Simanek (ESB 7) as well as John Lewis-class Fleet Replenishment Oilers, USNS Earl Warren (T-AO 207), Robert E. Kennedy (T-AO 208), Lucy Stone (T-AO 209) and Sojourner Truth (T-AO 210) with Thurgood Marshall (T-AO 211), Ruth Bader Ginsburg (T-AO 212) and T-AO 213 under contract.

The future USNS Navajo is the first ship in its class and will be operated by the Navy’s Military Sealift Command. The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the U.S. Military Sealift Command.

The Navajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV).

NAVY CHRISTENS FUTURE USNS NAVAJO

From U.S. Department of Defense

The Navy christened the Navajo-class towing, salvage, and rescue ship, the future USNS Navajo (T-ATS 6), Aug. 26, in Houma, Louisiana.

The Honorable Arlando Teller, Assistant Secretary for Tribal Affairs, U.S. Department of Transportation, delivered the principal address. Remarks were also provided by the Honorable Meredith Berger, Assistant Secretary of the Navy for Energy, Installations, and Environment; Vice Adm. Craig Clapperton, commander, U.S. 10th Fleet; Rear Adm. Stephen Spey, Deputy Commander, Military Sealift Command; Mr. Justin Ahasteen, Executive Director, Navajo Nation Washington Office; and Mr. Ben Bordelon, President and Chief Executive Officer, Bollinger Shipyards. In a time-honored Navy tradition, the ship’s sponsor, Ms. Jocelyn Billy, christened the ship by breaking a bottle of sparkling wine across the bow. Billy is a member of the Navajo Nation, Miss Navajo Nation 2006, and is a strong advocate for Navajo Nation veterans.

FRANCHETTI TAKES THE HELM AFTER GILDAY’S RELINQUISHMENT OF OFFICE

From the Chief of Naval Operations Public Affairs

Adm. Mike Gilday relinquished the office of the Chief of Naval Operations after successfully concluding his four-year tenure as the Navy’s top military leader in a ceremony at the United States Naval Academy, Aug. 14.

Vice Chief of Naval Operations Adm. Lisa Franchetti, who has been nominated by President Joe Biden to be the next CNO, will perform the duties of the CNO until someone is formally appointed to that role in accordance with law.

Gilday became the 32nd CNO in August 2019. As a member of the Joint Chiefs of Staff, the CNO acts as an advisor to the President of the United States, the National Security Council, the Homeland Security Council, and the Secretary of Defense.

Under direction of the Secretary of the Navy, the CNO is responsible for the command, utilization of resources, and operating efficiency of naval forces and shore activities. Secretary of Defense Lloyd Austin spoke at the ceremony highlighting the importance of the Navy, and the increasingly critical role the service plays in strategic competition.

“To tackle the national security challenges of the 21st century, we need our Navy more than ever,” said Austin. “We rely on our Navy to project American power, to protect American interests; we rely on our Navy to bolster our unmatched network of allies and partners, from the South China Sea to the Caribbean; and we rely on our Navy to deter conflict and keep the peace.”

Secretary of the Navy Carlos Del Toro acted as the presiding officer and keynote speaker of the ceremony.
MSCPAC TEAM PARTICIPATES IN LARGE SCALE EXERCISE 2023

By Sarah Cannon, Military Sealift Command Pacific Public Affairs

Beginning Aug. 7, members of the Military Sealift Command Pacific operations department supported the U.S. Navy’s Large Scale Exercise 2023.

LSE 2023 was a live, virtual, and constructive, globally integrated exercise designed to refine how we synchronize maritime operations across multiple fleets, in support of the joint force. The training was based on a progression of scenarios that assessed and refined modern warfare concepts, including Distributed Maritime Operations, Littoral Operations in a Contested Environment, and Expeditionary Advanced Base Operations. Participating units included the U.S. Navy and Marine Corps component commands and seven U.S. numbered Fleets operating across 22 time zones. A large part of LSE was to work globally, fostering understanding between service branches and commands. In San Diego, at MSCPAC, four members of the command’s operations team participated in constructive exercises, providing logistics support plans to U.S. 3rd Fleet carrier strike groups.

“Throughout this exercise, we have been liaising with U.S. 3rd Fleet to understand their operations and how MSC ships would support that,” said Lt. Cmdr. Peter Garofalo, MSCPAC LSE 2023 participant.

While the bulk of LSE 2023 was held on the East Coast, there were benefits for MSCPAC. According to Garofalo, exercises such as LSE allow participants to foster relationships, which can be beneficial in future operations.

“I feel that LSE has really strengthened our relationship with U.S. 3rd Fleet strike groups, specifically within operations and logistics,” said Garofalo. “The big outcome is that MSC is better understood and that we get incorporated into future exercise...
CONTINUING PROMISE 2023 COMPLETES FIRST MISSION STOP IN ALMIRANTE, PANAMA

By Petty Officer 2nd Class Conner Fay, Continuing Promise 2023

The Spearhead-class expeditionary fast transport ship, USNS Burlington (T-EPF 10), completed the first stop in support of Continuing Promise 2023 in Almirante, Panama, Aug. 17.

The Continuing Promise team worked collectively with participating host and partner nations to enhance regional interoperability and disaster response capabilities, increase security and stability in the region, and foster new and enduring partnerships in the Caribbean, Central and South American regions.

Throughout the remainder of Continuing Promise 2023, Burlington will visit Colombia, Trinidad and Tobago, and Grenada. Burlington will bring a medical engagement team to each mission stop to provide direct patient care in community clinics and through host nation medical facilities. The team includes veterinarians who will work with animals in the host nation, biomedical technicians, Navy Seabees who will conduct small engine projects, and the U.S. Fleet Forces Navy Band Detachment who will entertain people through school visits and concerts.

During Burlington's stop in Almirante, medical personnel saw more than 2,700 patients. Care for these patients included the administration of over 850 vaccinations and the distribution of more than 7,000 prescriptions. The medical team also participated in 14 subject matter expert exchanges. The veterinarian team delivered medical treatment to over 250 dogs and conducted multiple trainings with local K9 law enforcement entities. Continuing Promise mission personnel conducted a two-day workshop for humanitarian assistance and disaster relief, and shared in Women, Peace and Security initiative events. The team also conducted community relations engagements to restore an outdoor gymnasium with the help from local citizens of Almirante, which took over 30 hours of work to complete. The U.S. Fleet Forces Band hosted six performances to over 850 people. The Seabees completed the restoration of a local clinic with assistance from local volunteers, which took over 75 hours of work to complete.

“It was an honor to work alongside Panamanians in the Bocas del Toro Province to provide medical and veterinary care, assist in reconstruction projects, and learn from each other through professional engagements” said Cmdr. Charles Castevens, the Continuing Promise 2023 mission commander. “This mission not only represents our commitment to goodwill, but also our eagerness to work alongside Panamanian professionals and build long-lasting relationships.”

Continuing Promise 2023 Concludes in Santa Marta, Colombia

By Lt. j.g. Nickolas West, U.S. Naval Forces Southern Command / U.S. 4th Fleet

The Spearhead-class expeditionary fast transport ship, USNS Burlington (T-EPF 10), completed its second stop in Santa Marta, Colombia, Aug. 30, in support of the Continuing Promise 2023 (CP23) mission.

The Continuing Promise 2023 team worked collectively with participating host and partner nations to enhance regional interoperability and disaster response capabilities, increase security and stability in the region, and foster new and enduring friendships in Caribbean, Central and South American region.

Throughout the remainder of Continuing Promise 2023, Burlington will visit Trinidad and Tobago and Grenada. Burlington will bring a medical engagement team to each mission stop to provide some direct patient care in community clinics and through host nation medical facilities. The team includes veterinarians who will work with animals in the host nation, biomedical technicians, Navy Seabees who will conduct small engineering projects, and the U.S. Fleet Forces Navy Band Detachment, which will entertain people through school visits and concerts.

During Burlington's stop in Santa Marta, medical personnel saw more than 3,800 patients, including the administration of over 850 vaccinations, and the distribution of more than 7,500 prescriptions. The medical team also participated in 55 subject matter expert exchanges. The veterinarian team delivered medical treatment to over 200 animals and conducted multiple trainings with local K9 law enforcement entities. CP23 conducted a two day workshop for humanitarian assistance and disaster relief, and shared in Women, Peace and Security initiative events. U.S. Navy Biomedical Equipment Repair team also worked alongside Colombian military personnel to repair over $200,000 worth of medical equipment. The U.S. Fleet Forces Band hosted three performances and seven engagements in Santa Marta, Colombia to over 1,600 people. The U.S. Navy Seabees worked to repair a local school and hospital culminating a total of 180 man hours.

“The experiences we’ve shared have enriched our understanding of each other’s medical practices, cultures, and ways of life,” said Cmdr. Charles Castevens, Continuing Promise 2023 Mission Commander. “The knowledge and insights gained from working alongside Colombia’s medical professionals within local communities will undoubtedly serve as stepping stones towards a brighter and healthier tomorrow for all of us.”

Continuing Promise 2023 marks the 13th mission to the region since 2007 and the first involving USNS Burlington. The mission will also foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among countries, non-government organizations, and international organizations.

MSC SHIPS SUPPORT USS CARL VINSON CARRIER STRIKE GROUP

By Sarah Cannon, Military Sealift Command Pacific Public Affairs

Military Sealift Command Pacific (MSCPAC) fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) and dry cargo/ammunition ship USNS Richard E. Byrd (T-AKE 4) provided logistics services to the ships of the USS Carl Vinson carrier strike group as they conducted routine, pre-deployment training in the U.S. 3rd Fleet area of operations.

Through a series of 35 underway replenishments-at-sea over three weeks, MSC ships delivered nearly 4 million gallons of diesel ship fuel and nearly 3 million gallons JP5 aviation fuel. In addition to delivering fuel, Kaiser and Byrd transferred 641 pallets of food and supplies.

The ability to replenish ships at sea benefits the Navy by providing all the items needed to sustain the ships at sea, keeping them on station in the operating area longer, and bypassing the need to come into port for supplies.

“Providing logistics support to the ships of U.S. 3rd Fleet is our bread and butter in the Eastern Pacific,” said Capt. Micah Murphy, commander, Military Sealift Command Pacific. “Having an outstanding team of professionals ashore and at sea enables us to carry out our missions, and to provide the essential fuel and materials to sustain our ships. MSC ships and mariners are valuable force enablers that play a key role in every strike groups’ deployment.”
Military Sealift Command’s (MSC) expeditionary fast transport USNS Millinocket (T-EPF 3) rendered assistance to a distressed small leisure boat in the vicinity of Darwin, Australia, Aug. 8.

Millinocket was operating near Darwin, Australia, in support of Exercise Talisman Sabre 2023 (TS 23).

“Millinocket responded to a distress signal from a small leisure craft,” said Civil Service Mariner Capt. Erwin F. Lao, USNS Millinocket’s master. “We were in transit when we received the distress message about four miles away from our position while underway. The location of the distress boat was about 35 miles off the coast, northeast from Port of Darwin.”

The signal was initially received by the Australian harbor patrol and Millinocket responded since it was only four nautical miles from the signal.

The team on the Millinocket maneuvered the vessel toward the distressed craft prior to launching its fast rescue boat.

Millinocket’s fast rescue boat, manned by MSC Civil Service Mariner Boatswain Mate Casimir Nowakowski, 3rd Assistant Engineer Noah McNair and Able-Boatswain Seaman Frank Watkins, rendered assistance to the small craft in distress.

The small boat, with its five occupants, was disabled for a few hours at sea.

Millinocket provided the small vessel with fuel and remained in its vicinity until the Australian authorities arrived.

The Millinocket is a 338-foot-long aluminum catamaran designed for rapid inter-theater troop transport and sea basing. The ship can transport about 600 tons of supplies and equipment for 1,200 nautical miles at an average speed of 35 knm on jet propulsion.}

**USNS GRASP SUCCESSFULLY COMPLETES TOW OF DECOMMISSIONED MOBILE BAY**

Military Sealift Command rescue and salvage ship USNS Grasp (T-ARS 51) successfully delivered the decommissioned Ticonderoga-class guided-missile cruiser USN Mobile Bay (CG 53) to the Navy Inactive Ship Yard in Bremerton, Washington.

The journey of the two ships began in San Diego, Aug. 18. Early in the morning, Grasp connected to Mobile Bay and began the tow journey that would conclude in Bremerton.

While the tow of Mobile Bay by Grasp took days, the preparations for the tow were months in the planning and execution. Leading the project was Ken Hinkebein, a retired Navy master diver, and one of the foremost authorities on towing ships. When the Navy needs to conduct a tow, it is Hinkebein who gets the call.

As he explained, towing a ship is not the same as hooking a trailer to a pickup truck and driving off. Towing a ship takes months of planning and preparations. From top to bottom, and bow to stern, Hinkebein oversees the setting of the tow lines, shutting of valves and hatches, securing rudders and engines, sometimes multiple times.

“By the time I finish up with a ship, I have been in all the spaces at least 20 times,” he said.

The most common part of towing is always the way an object connects and tows. In the case of a ship, it is a series of chains and rope lines, coming from the ship being towed. These lines are put in place prior to the ship being connected to the tow ship.

In the case of Mobile Bay, Hinkebein had the lines placed more than a week before the ship’s departure. These lines included chains, and plasma lines, which Hinkebein explained are more than two times stronger than wire. All the lines had back-ups, or redundancies, which are used if the primary system fails. According to Hinkebein, setting the tow lines is something he does on his own, according to the Navy Tow Manual, and something that takes about two to three days to complete.

“Setting up the tow lines is just something I like to do myself,” he explained. “It’s something I enjoy doing and something I have kind of developed over all the years I have been doing this. It’s not that someone else can’t do it, it is just something I like to do. I think because It is the final piece to getting the ship ready to tow.”

Towing a ship can be difficult on the captain and crew of the ship doing the towing. The crew do not know how the tow vessel will move in the water, as it is being pulled behind the towing ship flooding is a constant concern, because it can cause more weight on the tow vessel, or in a worst case scenario, can cause the tow to sink and be lost. For this reason, alarms are set up with lights and sound signals, so the towing ship can have early notice of flooding, and to be able to troubleshoot issues.

Throughout Mobile Bay, Hinkebein placed a series of 16 sensors throughout the ship. The sensors connect to a master panel that can direct crewmembers to the sensor in question. In addition, Hinkebein placed reflective tape on the floors to further help find the activated sensor.

“When the ship is under tow, there is no power, which means no lights. The further below the main deck you go, the darker things get. The reflective tape is easy to see with a flashlight and will guide whoever is here to check the alarms, get to where they need to go,” he said. “I try to keep things as simple as possible. That’s the best way.”

Weather can also play a part in how quickly a tow can be delivered, or how it will be towed. Like flood alarms, Grasp’s crew also monitored weather and sea conditions from the beginning and continually made adjustments to compensate for conditions, ensuring safe delivery of the towed vessel. Grasp left San Diego ahead of Hurricane Hillary, which passed through Southern California, but was still affected by bad weather, that slowed the arrival in Washington.

Seeing Grasp tow Mobile Bay out of the San Diego Bay, it is easy to forget that a ship can have an emotional connection to those on whom they have served. Former crewmembers are known to have special placed in their hearts for their past ships. For Hinkebein, the project was more than just a job.

“Something I enjoy doing and something I have kind of developed over all the years I have been doing this. It’s not that someone else can’t do it, it is just something I like to do. I think because It is the final piece to getting the ship ready to tow.”

“I didn’t think I would be emotional seeing Mobile Bay decommission, but when the flag came down for the last time, I got a little choked-up,” said Quartermaster Chief Petty Officer Mark Daniel, formerly assigned to Military Sealift Command Pacific, and member of Mobile Bay’s final crew: “Watching Grasp tow the ship away really hit home that it was the end of an era for Mobile Bay. Knowing the tow was an MSCPAC mission, and that I had been a part of that team, really brought things full circle for me. It is really watching the end of an era.”

**USNS MILLINOCKET AIDS VESSEL IN DISTRESS**

By Grady Fontana, Military Sealift Command Far East Public Affairs

TS 23 is the largest bilateral military exercise between Australia and the United States advancing a free and open Indo-Pacific by strengthening relationships and interoperability among key allies and enhancing our collective capabilities to respond to a wide array of potential security concerns.

MSC Far East ensures approximately 50 ships in the Indo-Pacific Region are manned, trained, and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at sea and on shore. U.S. 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.
FOR THE SECOND YEAR IN A ROW, USNS JOSHUA HUMPHREYS WINS TOP FOOD SERVICE AWARD

By LaShawn Sykes, Military Sealift Command Atlantic Public Affairs

MSC Civil Service Mariners Visit Drop-In Center during Community Outreach Event

By Grady Fontana, Military Sealift Command Far East Public Affairs

MSC's food service competition is comparable to the Navy's Captain Edward F. Ney Memorial Award. This award encourages friendly competition among units and challenges culinary teams to consistently demonstrate outstanding daily upkeep, sanitation, safety, food service equipment and administration, inventory management, food preparation, customer surveys, and financial accountability while simultaneously delivering high-quality nutritious foods that exceed customer service expectations, according to the Navy.

Joshua Humphreys is one of four ship winners. The other three were in the following categories: small afloat — USNS Grasp (T-ARS 51), large afloat — USNS Richard E. Byrd (T-AKE 4); and hybrid afloat — USS Mount Whitney (LCC 20).

Military Seafarer Command's fleet replenishment ship USNS Joshua Humphrey (T-AO 188) was recognized recently for its outstanding food service program as a recipient of the 2022 Capt. David M. Cook Award for food service excellence in the Medium Afloat category. (U.S. Navy photo by LaShawn Sykes)

By Grady Fontana, Military Sealift Command Far East Public Affairs

MSC food service competition is comparable to the Navy's Captain Edward F. Ney Memorial Award. This award encourages friendly competition among units and challenges culinary teams to consistently demonstrate outstanding daily upkeep, sanitation, safety, food service equipment and administration, inventory management, food preparation, customer surveys, and financial accountability while simultaneously delivering high-quality nutritious foods that exceed customer service expectations, according to the Navy.

Joshua Humphreys is one of four ship winners. The other three were in the following categories: small afloat — USNS Grasp (T-ARS 51), large afloat — USNS Richard E. Byrd (T-AKE 4); and hybrid afloat — USS Mount Whitney (LCC 20).

Military Seafarer Command's fleet replenishment ship USNS Joshua Humphrey (T-AO 188) was recognized recently for its outstanding food service program as a recipient of the 2022 Capt. David M. Cook Award for food service excellence in the Medium Afloat category. (U.S. Navy photo by LaShawn Sykes)

Military Seafarer Command's fleet replenishment ship USNS Joshua Humphrey (T-AO 188) was recognized recently for its outstanding food service program as a recipient of the 2022 Capt. David M. Cook Award for food service excellence in the Medium Afloat category. (U.S. Navy photo by LaShawn Sykes)

Military Seafarer Command's fleet replenishment ship USNS Joshua Humphrey (T-AO 188) was recognized recently for its outstanding food service program as a recipient of the 2022 Capt. David M. Cook Award for food service excellence in the Medium Afloat category. (U.S. Navy photo by LaShawn Sykes)
I recently had the opportunity to meet with Rick Dyksterhouse, Military Sealift Command’s new Training Program Manager, to discuss the professional development opportunities available for MSC Teammates. Many of you will remember Dyksterhouse from his recent time as MSC’s Command Master Chief. Here are some of the highlights from our conversation.

Dyksterhouse: “In my active duty Navy career, when I began to work more closely with my civilian counterparts, I was frustrated by what seemed to be a lack of intentional professional development for our civilian leadership teams. I began to explore opportunities available within the National Defense Industrial Association (NDIA) and other civilian organizations and communities.

I was able to find a few programs that were tailored to empower individuals, from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.

What are MSC’s current and near-future professional development opportunities?

Dyksterhouse: There are tremendous opportunities for all employees to improve themselves and the organization. Here are a few options available to MSC employees who are interested in investing in their own development:

- Enroll in the New Leader Program (NLP). This program is designed for leaders who are interested in developing their leadership skills and expanding their networks.
- Take part in the Eisenhower School leadership courses, which are available to GS 14/15, CIVMAR, and military personnel.
- Consider the Civilian Rotation Training Opportunity (CRTO), which is designed to provide opportunities for individuals to gain valuable experience in different areas of the Navy.
- Explore opportunities to participate in training programs at the Transportation Institute Naval Post Graduate School, the Eisenhower School, and the Defense Senior Leader Development Program, which are available to employees at senior levels.

Would you please provide a brief description of these opportunities?

Dyksterhouse: The New Leader Program (NLP) is a comprehensive and dynamic training program designed to provide professional development opportunities for emerging leaders. The program includes a variety of activities, including workshops, seminars, and simulations, to help participants develop the skills and knowledge needed to become effective leaders.

If you are interested in learning more about these opportunities or are unsure about your eligibility, ask your Departmental Training Representative. You can also contact your Departmental Training Representative or the Training Administration Branch at ashore_training@us.navy.mil for more information.

Is there anything else you would like to add in regards to current and future opportunities?

Dyksterhouse: Yes, I would like to emphasize the importance of demonstrating character and competence to build teams that are not just competitive, but superior, when compared to our potential adversaries. The investment of resources in both individual and organizational development are vital to our success. These professional development opportunities will allow us to achieve exceptional performance and improve our warfighting advantage.

How do these professional development opportunities benefit MSC?

Dyksterhouse: Most successful companies would agree it is important to develop future leaders, but very few organizations actually offer professional development programs. MSC is one of the few who does provide these training opportunities. Intentional development of the workforce leads to improved productivity, employee engagement, retention, and succession planning. Employees who take advantage of development opportunities are more likely to have high job satisfaction.

How can MSC Teammates gain more information and/or apply for current and future MSC professional development opportunities?

Dyksterhouse: To learn more about the professional development opportunities that MSC offers, you can visit the MSC Ashore Training SharePoint page at https://ashore.con.com/uscnaval/groups/sites/USFF-MSC-int/TRNG. Employees should also contact their Departmental Training Representative (DTR) or the Training Administration Branch at ashore_training@us.navy.mil for more information.

By Stephanie Rusnak, Military Sealift Command Health Promotion Program

October is Breast Cancer Awareness Month, which is an annual campaign to raise awareness of the disease. Here are a few things you should know…

Most breast cancers are found in women who are 50 years of age or older. However, it still affects younger women. Approximately 10% of all new cases in the U.S. are found in women younger than 45 years of age.

Mammograms are the most efficient way to detect breast cancer early. The earlier the better! Breast cancer is easier to treat before it has grown big enough to cause or feel symptoms.

Most women who get breast cancer do not have a family history of the disease and no known risk factors. Check out what you can do to help lower your risk:

- Achieve or maintain a healthy weight.
- Exercite regularly.
- Do not drink alcohol, or limit alcoholic drinks to no more than one per day.
- If you are undergoing hormone replacement therapy or taking oral contraceptives (birth control pills), talk with your health care provider about the risks and figure out if it is right for you.
- If possible, breastfeed your children.
- If you have a family history of breast cancer or inherited changes in your BRCA1 and BRCA2 genes, talk with your health care provider about other ways to lower your risk.

MSC has resources available for you. The Health Promotion program at MSC offers the following free services to its civilian mariners:

- InBody Screenings (measures percentage of body fat, muscle mass, basal metabolic rate, or how many calories you burn at rest in a day, and more)
- Individualized Health Coaching
- Online health education and exercise classes.
- Subscription to Weekly Wellness newsletters, covering a variety of health and wellness topics.
- Health Risk Assessment and subscription to on-line wellness portal.
- SHIP FIT: A workout plan distributed quarterly with all weightbody exercises that can be done while underway or at home.

OCTOBER IS BREAST CANCER AWARENESS MONTH

By Bill Mesta, Military Sealift Command Public Affairs

We offer centrally funded leadership and development opportunities through commercial vendors and private industry. Department of Defense and Department of the Navy courses, in-house training, other nation partnerships, and academia.

For example, the Graduate School USA Center for Leadership and Management offers an Aspiring Leaders Program (ALP) specifically designed for GS 04-06, CIVMAR and their military equivalent, and offers the chance for employees at the beginning of their career ladder to gain foundational leadership skills and networking opportunities.

The New Leader Program (NLP) aims to develop future leaders currently working as a GS 07-11, CIVMAR, and military personnel. This program’s objective is to motivate individuals to confidence and training and help them to set a vision and personal and professional goals that expand their network, and broaden their experience.

We fund programs to empower individuals from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.

We fund programs to empower individuals from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.

We fund programs to empower individuals from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.

We fund programs to empower individuals from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.

We fund programs to empower individuals from diverse backgrounds and career levels, to become effective leaders and make a positive impact in their organizations and communities.
interaction can bring people together. The events of the day proved to be a prime example of how quickly games and team faces. The day came to a close when the kids served a delicious meal to the ship’s mariners engaged the kids in many games that brought a lasting smile to their faces. The best part of the event was seeing the smiles on children’s faces.” said Ninete. “The best part of the event was seeing the children.”

“This experience has taught me that anywhere you go in the world there are children who needs to be felt wanted and appreciated, and we let them know that we care by spending time with them,” said Ninete. “The best part of the event was seeing the smiles on children’s faces.”

“A monetary donation was also made by mariners, and it was put toward the purchase of food items like milk, snacks, fruit, meat, and rice,” said l.z. Khan. “in addition, they were able to visit a nearby school-supply store to stock up on many different kinds of pencils, papers, glue sticks, and other necessities for the kids.”

The mariners engaged the kids in many games that brought a lasting smile to their faces. The day came to a close when the kids served a delicious meal to the ship’s crew.

The events of the day proved to be a prime example of how quickly games and team interaction can bring people together.