



SEALIFT

U.S. NAVY'S MILITARY SEALIFT COMMAND... WE DELIVER

MARCH 2016 ISSUE

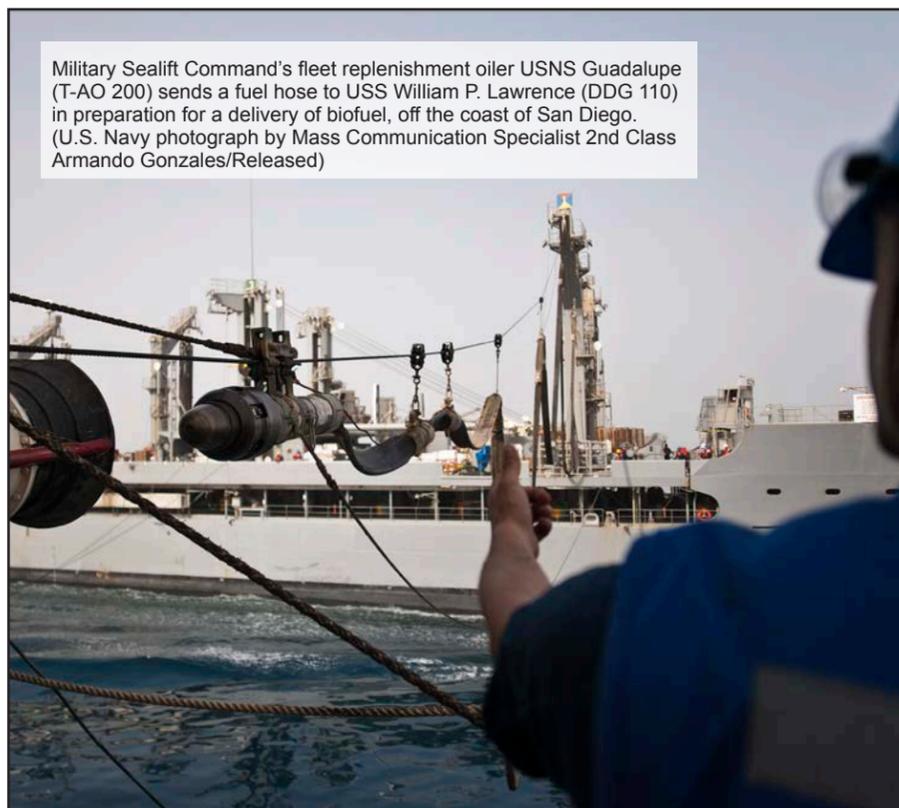
GUADALUPE DELIVERS BIOFUEL SUPPORT NAVY'S GREAT GREEN FLEET

By Sarah Burford, Military Sealift Command Pacific

Under the watchful eye of Secretary of the Navy Ray Mabus and Secretary of Agriculture Tom Vilsack, Military Sealift Command's Fleet Replenishment Oiler USNS Guadalupe (T-AO 200) successfully delivered 200,000 gallons of a blended mixture of biofuel to USS William P. Lawrence (DDG 110) during two underway replenishments off the coast of San Diego.

The UNREPs mark the beginning of MSC's support of the Great Green Fleet, a year-long initiative highlighting the Navy's efforts to transform its energy use to increase operational capability. Lawrence is one five ships that make up the USS John C. Stennis Carrier Strike Group (CSG); the first CSG operating with biofuel. During its Western Pacific deployment, the strike group will use energy efficiency measures, to include technologies and operational procedures, and alternative fuel in the course of its normal operations.

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Military Sealift Command's fleet replenishment oiler USNS Guadalupe (T-AO 200) sends a fuel hose to USS William P. Lawrence (DDG 110) in preparation for a delivery of biofuel, off the coast of San Diego. (U.S. Navy photograph by Mass Communication Specialist 2nd Class Armando Gonzales/Released)

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MV CAPTAIN DAVID I. LYON HONORS NAMESAKE REMEMBERING THE FALLEN

By Bill Mesta, MSC Public Affairs

The crew of Military Sealift Command's Air Force Container Ship, MV Captain David I. Lyon (T-AK 5362), hosted a remembrance ceremony in honor of the

vessel's namesake, Naval Support Facility, Diego Garcia's harbor, Dec 27, 2015.

U.S. Air Force Capt. David I. Lyon was killed in action in Kabul, Afghanistan on Dec. 27, 2013 while serving in support of Operation Enduring Freedom.

"On May 23 2014 the US Air Force chose to honor our fallen hero by naming the latest Air Force Afloat Preposition Fleet Ship after him, said Capt. David Steiner, MV David I. Lyon's master. "A fitting tribute to an Air Force logistician and true American patriot who paid the ultimate sacrifice in service of his country."

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Capt. David Steiner, MV Captain David I. Lyon's master, addresses the crew during a memorial ceremony held to commemorate the ship's namesake, Dec. 27. (U.S. Navy Courtesy Photograph)



COMMANDER'S PERSPECTIVE

THE GREAT GREEN FLEET

Rear Adm. T. K. Shannon, USN
Commander, Military Sealift Command

There has been much positive discussion recently about our Navy's Great Green Fleet. The goal of our Great Green Fleet is to deploy energy efficient systems and use alternative energy to increase combat capability and operational flexibility.

This strategy gives us advantages in the areas of combat effectiveness, strategic flexibility and force protection.

Once again, our Military Sealift Command team is right in the middle of this Navy initiative. Last month, at the launch of our Great Green Fleet out of San Diego, our fleet oiler USNS Guadalupe replenished the destroyer USS William P. Lawrence with alternative fuel.

The alternative fuel is a mix of regular ship diesel fuel and biofuel made from waste beef fat. Importantly, the alternative fuel is "drop-in," meaning it requires no changes to ship engines, transport or delivery equipment.

One of our fast combat support ships, USNS Rainier, will accompany the John C. Stennis Carrier Strike Group on its deployment, replenishing ships with this alternative fuel mix.

MSC, through our civilian mariners, fleet oilers and fast combat support ships, enables our Great Green Fleet to operate forward while using this alternative fuel mix. MSC is directly supporting our Navy's energy initiative.

An accompanying article in this month's Sealift provides more detail on our Great Green Fleet and the role of MSC in this program.

Our first expeditionary mobile base (ESB), USNS Lewis B. Puller, arrived in Norfolk, Virginia, last fall. The ship is undergoing scheduled evaluations and will head to the fleet next year. The message we are receiving loud and clear from the fleet and combatant commanders is, "this is a great capability and we are ready to use this platform now." The good news is that two more of these platforms are in the works.

Recently, our Secretary of the Navy announced our next ESB will be named USNS Hershel "Woody" Williams.

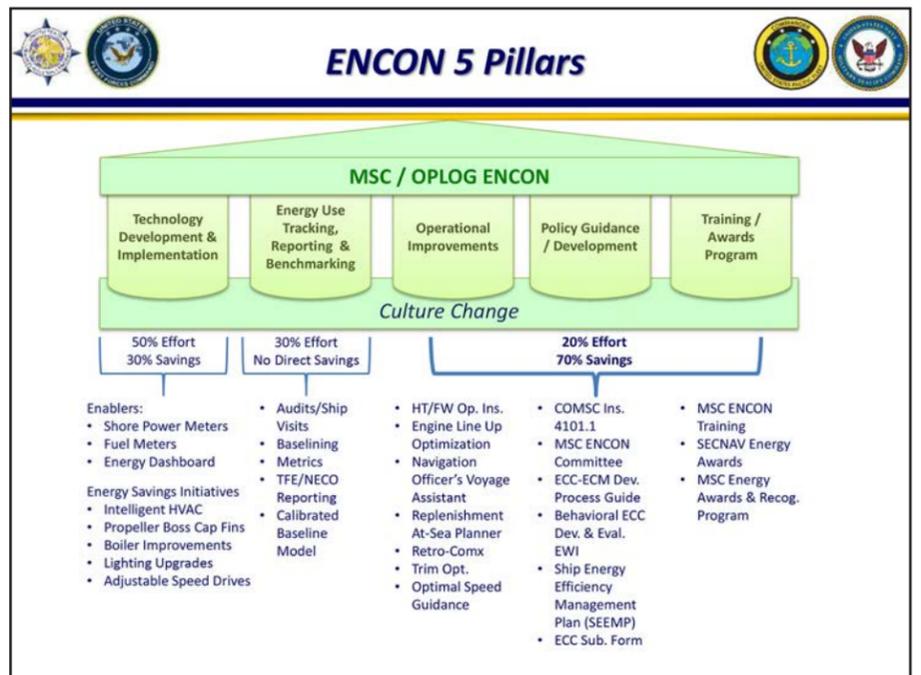
Hershel Williams joined our U.S. Marine Corps after the attack on Pearl Harbor during World War II. Williams was awarded the Medal of Honor by President Harry S. Truman for actions during the battle of Iwo Jima. Reading just one sentence from his MOH citation gives you an idea of the heroism displayed by Cpl. Williams; that sentence reads, "Covered only by four riflemen, he fought desperately for four hours under terrific enemy small-arms fire and repeatedly returned to his own lines to prepare demolition charges and obtain serviced flamethrowers, struggling back, frequently to the rear of hostile emplacements, to wipe out one position after another."

We are honored to have a Military Sealift Command ship named after this great American hero. Let us strive to be as dedicated in our personal and professional lives as Hershel Williams was to our nation.

Finally, I must recognize our crew of our oceanographic survey ship, USNS Pathfinder, who recently conducted an at-sea rescue. After hearing a mayday call from a sailboat five nautical miles west of the ship's position in the Atlantic Ocean, the crew transited to the dismantled sailboat and rescued the man on board. To the crew of Pathfinder, we thank you for your courage, professionalism and determined efforts to assist those in need.

I am proud of our people and the amazing work you do each and every day to serve our Navy and other government agencies.

Thank you!



ENERGY AWARDS RECOGNIZING MSC'S DEDICATION

Team MSC,

I am excited to announce the establishment of Military Sealift Command's Energy Awards and Recognition Program. This program formalizes the way we will recognize and reward the creative and hardworking people who take energy conservation to heart at MSC.

Accomplishing the mission in a more energy efficient way is crucial to our Navy's future success. We are making great strides towards meeting our energy conservation goals and I thank everyone who has

been part of this important effort. I am proud of what we have accomplished and excited about what we can and will do moving forward. I look forward to formally recognizing the best and brightest energy-related ideas and initiatives that you will bring to our afloat and shore side workplaces!

The Energy Awards and Recognition Program will recognize and reward energy accomplishments on an annual basis. Our "Ship Energy Performance Improvement Award" will recognize those ships that make exceptional efforts to improve their energy efficiency; it will spotlight the efforts of the crews who conserve energy without sacrificing safety or performance. Two ships will share

the award; both will receive plaques commending their outstanding efforts and be eligible for annual SECNAV Energy Awards.

Our "Energy Special Service Awards" will recognize civilian employees, afloat and ashore, who make outstanding contributions to our energy conservation program. The award is for action above and beyond normal job responsibilities for energy conservation, such as efforts to increase energy awareness or help identify, evaluate or implement more energy-efficient operational concepts or technologies. Award amounts of up to \$2,000 are available for person(s) selected for recognition in this phase of operations.

Our "Energy Suggestion Awards" will recognize civilian employees who submit Energy Conservation Concepts (ECCs) that, once evaluated, become approved for implementation on ships and are expected to result in significant energy savings. We are looking for creative and practical thinkers to help us make our fleet more efficient. Award amounts of up to \$1,000 are available.

The details of award nomination and administrative procedures can be found in Quality Management System (QMS) procedure N0720-204.00-AQ, "Energy Awards and Recognition Program," which was recently approved and now available in QMS. I encourage everyone to become familiar with the program and look forward to seeing your nominations and suggestions. As I have said before, energy conservation is a TEAM effort - so let's keep up the good work!

Thank you for your service.

ZIKA VIRUS; WHAT YOU NEED TO KNOW

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's Civil Service Mariners (CIVMARS) travel the oceans throughout the globe and could be at a greater risk than normal of being exposed to the Zika virus.

"Zika is a viral infection spread by mosquito bites," according to a Navy and Marine Corps Public Health Center report. "Recently, Zika virus infections in pregnant women have been linked to infants born with birth defects. Ongoing Zika virus transmission is occurring in South and Central America, Mexico and the Caribbean."

"Although there have been no adult deaths and the vast majority of adults who have developed Zika virus disease have had a mild illness, we are erring on the side of caution, said Rear Adm. T.K. Shannon, Commander, Military Sealift Command. "We are making sure our Mariners know that the best protection from this virus is avoiding mosquitos and understanding the threat."

"Navy and Marine Corps personnel, and their families, are at risk when travelling to areas experiencing ongoing Zika virus transmission," according to a Navy and Marine Corps Public



The Aedes Albopictus mosquito is the primary carrier for the Chikungunya virus, also known as CHIK, in the temperate climates of the United States. (U.S. Army photograph)

Health Center report. "Infection risk is reduced by taking measures to avoid mosquito bites. Local transmission of the Zika virus has not been reported in the United States."

All of our ships traveling to areas with mosquito-borne disease threats have been briefed on the Zika virus and have access to appropriate mosquito repellants through our Navy supply system," added Shannon.

"We are tracking this health concern and making sure our personnel are kept abreast of all developments," said Shannon. "We will continue to provide you updates as they present themselves."

No immunization currently exists to prevent the Zika virus, according to the Center for Disease Control and Prevention. For those traveling in areas where infected mosquitoes have been detected, it is recommended one wear long sleeve shirts and pants, stay inside air-conditioned buildings or buildings which use window and door screens to keep mosquitoes outside.

The CDC also recommended sleeping under a mosquito net if one is overseas and not able to sleep in a mosquito resistant structure.

"About one in five people infected with Zika virus become symptomatic," according to the CDC. "Characteristic clinical findings are acute onset of fever with maculopapular rash, arthralgia, or conjunctivitis. Other commonly reported symptoms include myalgia and headache. Clinical illness is usually mild with symptoms lasting for several days to a week."

There have been reports of a serious birth defect of the brain called microcephaly (a condition in which a baby's head is smaller than expected when compared to babies of the same sex and age) and other poor pregnancy outcomes in babies of mothers who were infected with Zika virus while pregnant, according to the CDC. Knowledge of the link between Zika and these outcomes is evolving, but until more is known, it is recommended special precautions be taken by women traveling to Zika-affected areas who are pregnant and women who reside in the affected area who are pregnant or are trying to become pregnant.

The CDC has reported the Zika virus can be transmitted through sexual contact and infected blood transfusion.

SOCIAL MEDIA THE BAD GUYS 'LIKE' YOUR POST

By Bill Mesta, Military Sealift Command Public Affairs

Social media is a term used to describe Internet websites and applications, which allow the user to share ideas, photographs, videos and exchange information in a virtual community. Some examples of commonly used social media include Facebook, You Tube, Pinterest, LinkedIn, Twitter, Google+ and Instagram.

For Military Sealift Command's Civil Service Mariners (CIVMARS), support staff, family and friends, social media can be an effective method to keep in touch with loved ones and to keep informed about important topics.

While MSC's teammates can benefit from social media, we should use these recourses with caution, as there is a dark side.

"The biggest problem with social media is the lack of control over one's information," said Gene Christopher, MSC's cyber security expert. "Once information is posted to a social networking site, it is no longer private and other users can forward that information to whomever they want."

"Moreover, once posted, it is always available, allowing people to piece together information about your personal and work life," added Christopher. "The more information you post, the more vulnerable you may become. Even when using high-security settings, friends or websites may inadvertently leak your information."

There are criminals who use social media to target anyone who has access to the Internet.

"Social media was created for people to share information quickly with a large community," said Christopher. "Criminals have taken advantage of this and use the technology to spread computer viruses which can shut down entire networks, read information stored on one's computer, or piece together seemingly trivial information that when

aggregated, can be dangerous to loved ones and fellow CIVMARS."

"Criminals take advantage of humans' tendency to click on links without too much thought on whether it's a legitimate site or not," added Christopher. "They try to trick people by setting up fake websites for donations to popular

(Continue Reading on page 8)

SOCIAL MEDIA RESPONSIBILITY

The more you know

★ **Keep sensitive information safe** ★

Examples below

Dangerous	Safe
I work as an intel officer at 6th Fleet in Naples.	I am in the U.S. Navy, stationed in Naples.
On the USS George H.W. Bush, we're heading back to Norfolk in 12 days!!	On the USS George H.W. Bush...can't wait to get home soon!
On the USS Mahan, pulling into Dubai tomorrow.	Excited for our upcoming port call!

We want YOU to be aware of your social media presence

It's your choice to have an online social media presence. It's your duty to make sure you are responsible and you maintain good OPSEC practices.

✓ DO

- Check your privacy settings often.
- Be aware of your family's social presence. Talk to them about OPSEC and what details they can share socially.
- Follow and share:
 - official U.S. Navy accounts
 - Ombudsman
 - Command

✗ DON'T

- "Friend" strangers.
- Share Personally Identifiable Information.
- Post information you wouldn't share in other social settings. If you wouldn't say it, don't post it.
- Share U.S. Navy information that has not been officially released.
- Post details about ship movements or tasks.

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Secretary of the Navy (SECNAV) Ray Mabus shows Secretary of Agriculture Tom Vilsack a fuel sample of alternative fuel aboard the guided-missile destroyer USS William P. Lawrence (DDG 110). Mabus and Vilsack flew out to William P. Lawrence to witness it replenishing its tanks with the fuel, made from waste beef fat, from the fleet replenishment oiler USNS Guadalupe (T-AO 200) as part of the Department of the Navy's Great Green Fleet initiative that demonstrates the sea service's efforts to transform its energy use. (U.S. Navy photo by Mass Communication Specialist 2nd Class Armando Gonzales/Released)

The CSG was joined by the MSC ship USNS Rainer (T-AOE 7), who delivered biofuel to the remainder of the CSG's ships, USS Mobile Bay (CG 53) USS Stockdale (DDG 106), USS William P. Lawrence (DDG 110), and USS Chung-Hoon (DDG 93), and remained with the group, providing logistics services throughout its deployment.

"Bringing a cutting edge technology like the biofuel to the fleet is historical," said Cmdr. Ray Franklin, Military Sealift Command Pacific operations officer. "It demonstrates again, that MSC provides important logistics services to the warfighters, and shows that we are an integral part of the United States Navy team. As the Navy adapts new technologies, so too will we, as well as our ways of delivering them on time and on scene!"

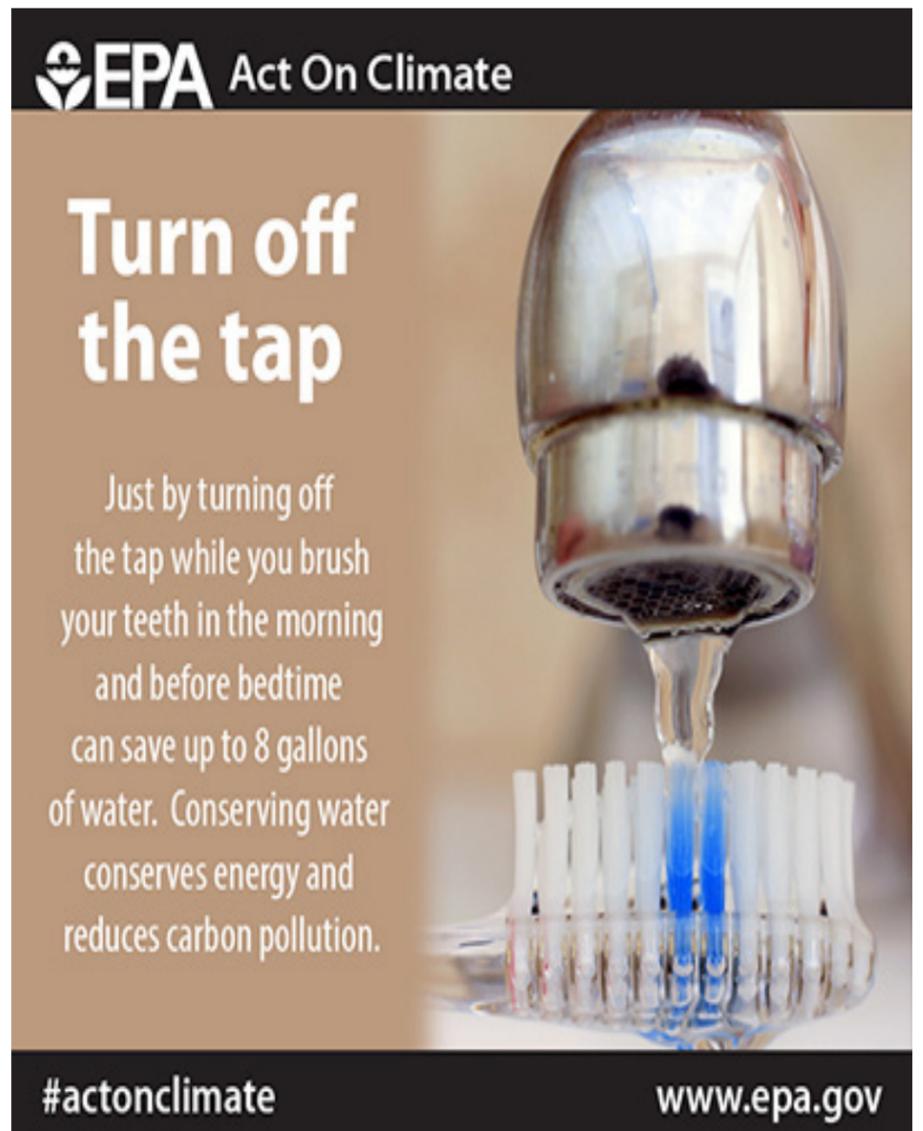
According to the Department of Energy, The Great Green Fleet (GGF) is a year-long, Department of the Navy initiative that demonstrates the sea service's efforts to transform its energy use. As one of the Secretary of the Navy's key energy goals, the purpose of the GGF is to make our Sailors and Marines better warfighters, able to go farther, stay longer and deliver more firepower. Mabus chose the name Great Green Fleet to honor President Theodore Roosevelt's Great White Fleet, which helped usher in America as a global power on the world stage at the beginning of the 20th

Century. The GGF will usher in the next era of Dept. of Navy energy innovation.

Throughout 2016, other Dept. of Navy platforms including ships, aircraft, amphibious and expeditionary forces, as well as shore installations, will participate in the GGF by using energy efficient systems, operational procedures, and/or alternative fuel during the course of planned mission functions worldwide.

The centerpiece of the Great Green Fleet is a Carrier Strike Group (CSG) that deploys on alternative fuels, including nuclear power for the carrier and a blend of advanced biofuel made from beef fat and traditional petroleum for its escort ships. These biofuels have been procured by DON at prices that are on par with conventional fuels, as required by law, and are certified as "drop-in" replacements that require no engine modifications or changes to operational procedures. The CSG also uses energy efficient technologies and operating procedures referred to as Energy Conservation Measures (ECM's) during the course of its normal operations.

Ashore, installations have in procurement 1.1 gigawatts of renewable energy – or about one-half of overall DON power requirements. Renewable energy projects at our facilities can help increase resiliency by enabling operation in the event of a grid disruption.

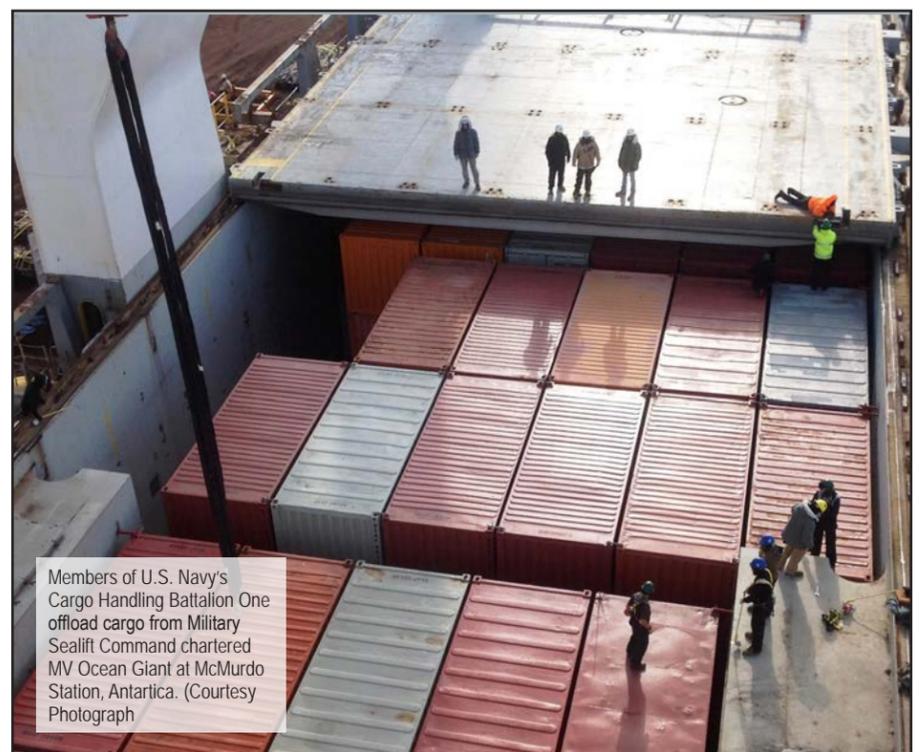


OPERATION DEEP FREEZE

By Sarah E. Burford, MSC Pacific Public Affairs

For 61 years, Military Sealift Command ships have made the arduous journey to McMurdo Station Antarctica to deliver supplies and fuel to the remote scientific base. This year was no different as MSC-chartered ships MV Ocean Giant and MT Maersk Perry participated in the annual resupply mission Operation Deep Freeze 2016.

Ocean Giant arrived at the remote Antarctica base's ice-pier Jan. 25, with 409 pieces of cargo of nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts; 80 percent of the materials needed for the winter-over period. The ship was met by members of Navy Cargo Handling Battalion One who worked around-the-clock offloading the cargo. Following the offload, Ocean Giant was loaded with retrograde cargo for transportation off the continent, including ice core samples carried back to the United States in sub-zero freezer



Members of U.S. Navy's Cargo Handling Battalion One offload cargo from Military Sealift Command chartered MV Ocean Giant at McMurdo Station, Antarctica. (Courtesy Photograph)

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Lyon - Continued Reading From Page 1

“Captain Lyon answered the call by saying ‘send me’ and exemplified the Air Force core value of ‘service before self,’” added Steiner. “It is clear that Captain David Lyon was a special person even as a young lad. His mother, Jeannie, relates, “David was very determined as a boy. If he got it in his mind to do something, there was no way he wasn’t going to do it”

“By all accounts David Lyon was a determined and focused individual who worked hard to achieve his goals. Which in military speak, we call “accomplishing the mission,” said Capt. Paul D. Hugill, Commodore, Maritime Prepositioning Ship Squadron 2.

“When one chapter ends by the loss of earthly life other chapters are opened based on the impacts and effects that person made while on earth, the people that are affected, the places that are trod and the missions that are accomplished,” said Hugill. “We are now standing on another chapter of captain David I. Lyon’s story. This ship carries forth the mission that David Lyon started in life.”

“As an Air Force logistics officer, Capt. Lyon’s primary mission was to ensure the forward deployed warfighters had everything they needed to carry the fight to the enemy,” added Hugill. “In this new chapter, the MV David I. Lyon has the same mission. The men and women of MV David I. Lyon also carry the spirit of their namesake because they routinely, on a day-to-day basis, keep this ship 100 percent ready to ensure the warfighter has everything needed to carry any fight to any enemy. It is a fitting tribute to a young American hero.”

The memorial ceremony culminated in the ‘Ring of Eight Bells’ to symbolize the ‘End of Watch’ for Capt. Lyon.

“Capt. Lyon volunteered to join Combined Special Operations Task Force-Afghanistan to be a force for good, a force for change, in a war-torn country,” said Maj. David Witt, U.S. Air Force, Pacific Air Forces. “It is only befitting this vessel carry forth his name. While David helped project change into an unstable region, this vessel brings that capability of the U.S. Air Force to wherever the world requires.”

At the conclusion of the ceremony, MV Capt. David I. Lyon sounded its ship’s whistle and invited other ships in the harbor to follow suit.

Capt. David Lyon is survived by his wife, U.S. Air Force Capt. Dana Lyon, his parents, Jeannie and Robert, and his brother, Sean.



Boatswain Christopher Curran rings the ship’s bell during a remembrance ceremony on board the MV Capt. David I. Lyon, Dec. 27. (U.S. Navy Courtesy Photograph)

SECRETARY OF THE NAVY NAMES USNS HERSHEL “WOODY” WILLIAMS

By Secretary of the Navy Public Affairs

Secretary of the Navy Ray Mabus announced the Navy’s newest Expeditionary Mobile Base (ESB) ship, T-ESB 4, will be named USNS Hershel “Woody” Williams during a ceremony in Charleston, West Virginia, Jan. 14.

Hershel “Woody” Williams, the ship’s namesake, was born in West Virginia and joined the Marine Corps following the attack on Pearl Harbor.

In 1944, after serving in Guadalcanal and Guam, he joined the campaign in Iwo Jima. Two days after arriving on the island, Williams picked up a 70-pound flamethrower and walked ahead of his infantry’s tanks for four hours clearing their path of enemy machine gun fire. President Harry S. Truman awarded him the Medal of Honor two years later for his actions.

Williams served during the Battle of Iwo Jima until he was wounded in March of 1945. He returned to the United States, was awarded a Purple Heart and released from active duty. Later, he served in the Marine Corps Reserves for 17 years.

Williams is the last surviving Medal of Honor recipient from the Battle of Iwo Jima. The new 784-foot-long vessel will feature a 52,000 square foot flight deck, fuel and equipment storage, repair spaces, magazines, and mission-planning spaces.

Able to accommodate up to 250 personnel, the new ESB ship will support multiple missions, such as air mine counter measures (AMCM), counter-piracy operations, maritime security operations, humanitarian aid and disaster-relief missions, and crisis response operations. In addition, the vessel will be capable of supporting MH-53 and MH-60 helicopters, with an option for future upgrades to support MV-22 tilt-rotor aircraft.

USNS Hershel “Woody” Williams will be constructed by General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego. The ship is expected to be delivered to the Navy in 2018.

EMORY S. LAND TO BE STATIONED IN GUAM

By Submarine Force Pacific Public Affairs

The U.S. Navy announced recently that submarine tender USS Emory S. Land (AS 39) will shift its homeport from Diego Garcia to Naval Base Guam.

Emory S. Land will join USS Frank Cable (AS 40) in Guam to support four fast-attack submarines stationed there in addition to submarines rotationally deployed throughout the U.S. Pacific Fleet area of responsibility.

The decision to homeport Emory S. Land in Guam supports recent moves by the Navy in relocating submarines and provides essential forward support for those units to complete their missions.

Commissioned July 7, 1979, Emory S. Land and its integrated crew of approximately 350 officers and enlisted Sailors working alongside 150 civil service mariners provide logistical support including food, water, electricity and other consumables to our submarine forces. In terms of operational support, she provides ordnance, spare parts and maintenance support as required. Additionally, the ship provides medical, dental and legal services to submarine personnel.

As a forward-deployed naval asset, Emory S. Land is tasked to provide expeditionary intermediate-level maintenance and repairs, as well as provide hotel service and logistics support to deployed guided-missile and fast-attack submarines deployed in the U.S. 5th and 7th Fleet areas of operations.

The security environment in the Indo-Asia-Pacific requires the U.S. Navy to station the most capable ships forward. This action supports the maritime strategy to maintain naval presence where it matters, allows the most rapid response times possible for maritime and joint forces when it matters, and brings our most capable ships and submarines with the greatest amount of striking power and operational capability for contingency response.



A child resident of the Child Protection and Development Center (CPDC) runs through a series of hula hoops during a relay race at a community outreach event with Expeditionary Port Unit 111 (EPU 111) at the CPDC, Jan. 30. Members of EPU 111, out of Oklahoma City, Okla., paused from training during Exercise Cobra Gold and participated in a community outreach event at the CPDC. Exercise Cobra Gold, one of the largest multilateral exercises in the Asia-Pacific region and has taken place annually for more than 30 years. (U.S. Navy photo by Grady T. Fontana/Released)

MILITARY SEALIFT COMMAND VISITS THAI ORPHANAGE TO PLAY GAMES, SPREAD LAUGHTER

By Grady Fontana, MSC Far East Public Affairs

Members of Expeditionary Port Unit 111 (EPU 111) participated in a community relations event at an orphanage Huay Yai, Thailand as part of their civic outreach program during Cobra Gold 2016 (CG-16), Jan. 30.

Eight members of EPU 111 went to the Protection and Development Center (CPDC), a local orphanage dedicated to caring for displaced children, orphans and rescued trafficked children.

“Today we came to deliver some school supplies and spend some time with the kids,” said Cmdr. Mark Early, commanding officer and reserve-component Sailor, EPU 111. “We played some soccer and played some games, and all the kids seemed to have a really good time.”

In the prior days, members of EPU 111 voluntarily raised enough funds to purchase much needed school supplies, toys and snacks to give to about 70 kids at CPDC, who range in age from 4 to 17.

The CPDC is located inland about 12 miles southeast of the Sattahip Port in Chuk Samet, which is where the EPU is posted conducting exercise port operations training.

Surge Sealift, Roll-on/Roll-off ship USNS Maj. Stephen W. Pless (T-AK 3007) just completed an offload of equipment that will be used during CG-16. A second Military Sealift Command vessel, USNS 1st Lt. Jack Lummus (T-AK 3011), is scheduled to arrive in the coming days to offload additional CG-16 gear.

During a break in between offloads, the members of EPU 111 took advantage of the lull in operations and decided to visit the orphanage and learn a little more about Thai culture.

“It’s always good to give back to the community,” said Early. “There’s nothing like getting to know the local culture and getting engaged and involved in the local community.”

This community outreach event was an opportunity to help local kids. However, the event was equally important to the Sailors.

“We wouldn’t have seen this part of the country or their culture if we hadn’t conducted this event,” said Early. “This was an opportunity to immerse the member of the EPU into Thai culture. For most, this was their first time in Thailand.”

During the three-hour evolution, the kids were separated into two groups: one group played soccer, and the other group played a variety of playground-type games that often lead to many laughs, cheers and yells of encouragement that were fostered by the EPU members, the facility volunteers and the kids.

“The kids enjoy these visits very much,” said Maria Cissah J. Carñaverl, volunteer coordinator at CPDC. “Once they see us setting up the gymnasium, they know that volunteers are coming and they get very excited.”

This community relation event allowed for one member of the EPU to pause and take an introspective view of the morning event.

“You know that these kids are coming from poverty-stricken homes, some of them from abusive homes. Just to see that little bit of joy in their faces was very meaningful to me,” said Petty Officer 2nd Class Steven Chase, logistics and supply, and reserve-component Sailor with EPU 111. “So far, the visit to the orphanage was the best part of the visit to Thailand.”

Chase recalled one boy who developed a fondness toward him.

“He just kind of stayed glued to me for the majority of the time. To him, it didn’t seem like he was too concerned about what we were doing, I think he just enjoyed having some social interaction with an adult. Giving out the school supplies and toys was nice,” said Chase, who is from Shamrock, Texas. “But the interaction with the kids was the best part.”

EPU 111 is a reserve unit based out of Oklahoma City, Oklahoma, and conducts expeditionary port operations in support of operations and contingencies. There are 17 EPU units under the control of MSC.

Thailand and the United States co-hosted the annual, multilateral Exercise CG-16 in various areas throughout the Kingdom of Thailand, Feb. 9-19.

This year’s CG-16 consisted of three primary events; a command post exercise which includes a senior leader seminar, humanitarian civic assistance projects in Thai communities, and a field training exercise that will build regional relationships.



Children of the Child Protection and Development Center (CPDC) peruse through donated items from members of the Expeditionary Port Unit 111 (EPU 111) during a community outreach event at the CPDC here, Jan. 30. The CPDC is a local orphanage dedicated to caring for displaced children, orphans and kids rescued from abusive circumstances. (U.S. Navy photo by Grady T. Fontana/Released)

KANAWHA DEPLOYS KEEPING THE FLEET ON STATION

By LaShawn Sykes, MSC Atlantic
Public Affairs

Military Sealift Command's Combat Logistics Force ship USNS Kanawha (T-AO 196) set sail on another six-month re-supply mission, Jan. 6.

Kanawha is one of 15 Henry J. Kaiser-class replenishment oilers that year-round support U.S. Naval warships and aircraft operating in U.S. Sixth Fleet's area of responsibility, an area that covers approximately half of the Atlantic Ocean, from the North Pole to Antarctica; as well as the Adriatic, Baltic, Barents, Black, Caspian, Mediterranean and North Seas.

"When you examine the magnitude of what Kanawha brings to the fleet you begin to appreciate the vessel's importance to the Navy," said Captain James Dolan, ship's master. "At sea, Kanawha serves as the primary replenishment oiler for U.S. Navy surface combatant ships, providing mail, food, fuel, and other critical supplies that enable the fleet to remain at sea, on station and combat ready for extended periods of time."

With the support of the ship's 89-member civilian mariner crew, Kanawha is able to safely and efficiently supply combatant ships using a process known as underway replenishment. There are two types of UNREP methods. The first is the connected replenishment, which allows dry cargo and fuel to be transferred along hoses that connect ships sailing side by side at the same rate of speed. The second type of UNREP is the vertical

replenishment method, which allows cargo attached to helicopters to transport supplies between ships.

Dolan said he is extremely proud to serve alongside the men and women of Kanawha. "I have the utmost respect for their professionalism, dedication to our mission, and the operational excellence with which they support the warfighter at sea is second to none."

In 1972, Combat Logistics Force (CLF) began as the Navy Fleet Auxiliary Force after tests demonstrated that civil service crews could maximize effectiveness and

cost efficiency in operating the Navy's fleet support ships. Fleet replenishment oiler USNS Taluga became the first ship to transfer to MSC, which now operates all Navy supply vessels.

At present, all Navy CLF ships are government owned and crewed by Civil Service Mariners, experienced maritime professionals sailing as Navy civilians.

Dolan has been a civilian mariner with MSC since 1981. For the last 25 years he has served as a master mariner; and for the past 12 years, he has been the master of USNS Kanawha.



Military Sealift Command's USNS Kanawha (T-AO 196) gets underway from Naval Station Norfolk, Jan 6. Kanawha got underway to begin a planned deployment. (U.S. Navy Photograph by LaShawn Sykes/Released)

Deep Freeze - Continued Reading From Page 4

containers, as well as trash and recyclable materials for disposal and equipment no longer required on station.

Maersk Perry arrived at the McMurdo Station ice-pier Feb. 4, and, following a storm, began the offload of its fuel cargo on Feb. 6. Assisted by members of McMurdo fuels team, the ship delivered 4.5 million gallons of diesel fuel, 1 million gallons of gasoline and 500,000 gallons of jet fuel; 100 percent of the fuel needed for the year.

While cargo operations in any environment are challenging, working in Antarctica is truly a fight with Mother Nature. While it is summer in Antarctica, the conditions on the ice are not the same summer condition we have in the Northern Hemisphere. At McMurdo Station, summer temperatures hover in the single digits and below zero daily. The icy winds from Mt Erebus, known to be the coldest place on earth, blow straight at the ship, sometimes upwards of 20 knots or more, making for long, bone-chilling days.

Working in the frozen environment of Antarctica means large amounts of snow and ice, something most MSC missions don't experience. This year, large pieces of ice made access to the ice-pier challenging, having the expertise of an "Ice Pilot" onboard Ocean Giant allowed movement through the channel and access to the ice-pier without incident.

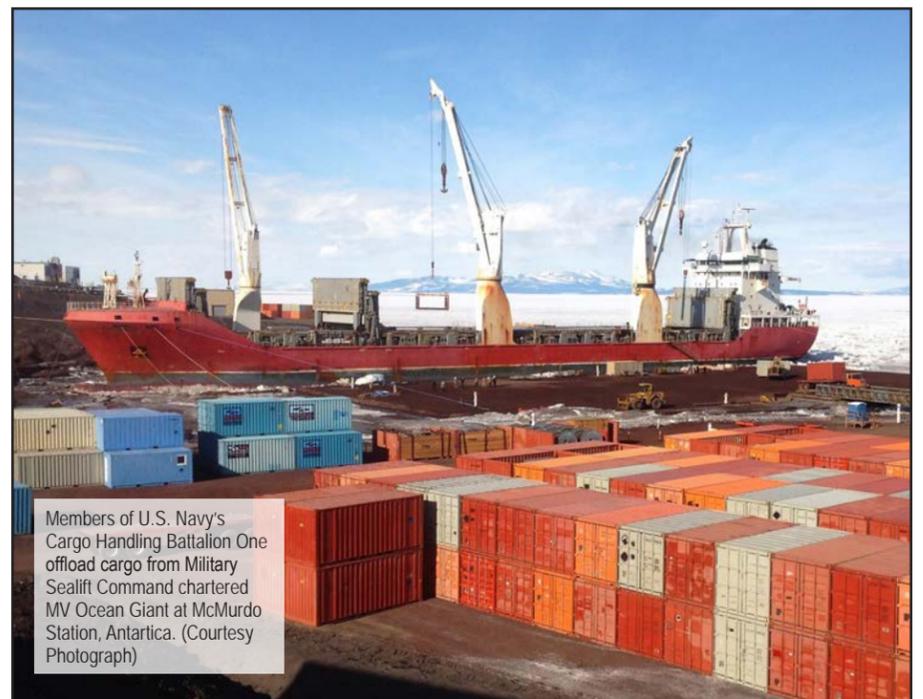
"The 'Ice Pilot' onboard Ocean Giant, Pete Stalkus, really made it possible for us to get to the ice-pier successfully," explained Larry Larsson, MSC's ODF coordinator in Antarctica. "With over twenty-eight years of experience captaining cargo vessels through the storms of the world's southern oceans and the ice packs of the Ross Sea, Mr. Stalkus met the challenge to pilot the Ocean Giant slowly through the frozen approach to the pier front. The ship safely arrived causing no damage to the pier. It was truly a team effort with the crew of Ocean Giant."

Challenges aren't confined to the ice-pier. Flight operations have also been impacted this year. Thawing has caused the station's runway to be deemed unable to accommodate the weight of the large C-17 planes that fly in and out of the station carrying cargo and moving passengers. This year's ODF mission has been confined to using only smaller C-130 planes to move the nearly 400 personnel supporting the ODF mission, which can mean delays in travel plans and longer stays on station and tight accommodations once on a flight.

"I'm really impressed with the high level of professionalism down here," said Thad Reep, MSC tanker operations representative in Antarctica. "From the master of the ship and the ice pilot, to the members of the McMurdo fuels team, everyone is aware and on top of the challenges of working in this kind of environment and making sure everyone is safe and that the operation moves forward smoothly. It's a real reflection of the quality of people at not only MSC but throughout the military."

Operation Deep Freeze is a joint service, ongoing Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. 1955 marks the establishment of McMurdo station and its resupply mission.

An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station was established.



Members of U.S. Navy's Cargo Handling Battalion One offload cargo from Military Sealift Command chartered MV Ocean Giant at McMurdo Station, Antarctica. (Courtesy Photograph)

Social Media- Continued Reading From Page 3

charities or posting fake advertisements that actually lead to a virus download.”

“They may also attempt to establish connections/ friendships with you on your social media accounts,” said Christopher.” The social media criminals engineer their actions to appear harmless and legitimate.”

Social media is not just a tool used by cyber criminals, it is a means, which has been used by extremists to garner support and carry out nefarious activities.

“Nearly 90% of information collected by an adversary is gathered through open sources such as social media,” said Christopher. “You should never share information about your work on social media. This includes job titles and locations, travel plans, and names and photos of co-workers.”

Military Sealift Command’s cyber experts recommend the following in regards to social media usage:

Limit the amount of personal information you post - Do not post information that would make you vulnerable, such as your address or information about your schedule or routine. If your connections post information about you, make sure the combined information is not more than you would be comfortable with strangers knowing. Also be considerate when posting information, including photos, about your connections.

Remember that the Internet is a public resource - Only post information you are comfortable with anyone seeing. This includes information and photos in your profile and in blogs and other forums. Also, once you post information online, you can’t retract it. Even if you remove the information from a site, saved or cached versions may still exist on other people’s machines.

Be wary of strangers - The Internet makes it easy for people to misrepresent their identities and motives. Consider limiting the people who are allowed to contact you on these sites. If you interact with people you do not know, be cautious about the amount of information you reveal or agreeing to meet them in person.

Be skeptical - Don’t believe everything you read online. People may post false or misleading information about various topics, including their own identities. This is not necessarily done with malicious intent; it could be unintentional, an exaggeration, or a joke. Take appropriate precautions, though, and try to verify the authenticity of any information before taking any action.

Evaluate your settings - Take advantage of a site’s privacy settings. The default settings for some sites may allow anyone to see your profile, but you can customize your settings to restrict access to only certain people. There is still a risk that private information could be exposed despite these restrictions, so don’t post anything that you wouldn’t want the public to see. Sites may change their options periodically, so review your security and privacy settings regularly to make sure that your choices are still appropriate.

Use strong passwords - Protect your account with passwords that cannot easily be guessed. If your password is compromised, someone else may be able to access your account and pretend to be you.

Check privacy policies - Some sites may share information such as email addresses or user preferences with other companies. This may lead to an increase in spam. Also, try to locate the policy for handling referrals to make sure that you do not unintentionally sign your friends up for spam. Some sites will continue to send email messages to anyone you refer until they join.

Keep software, particularly your web browser, up to date - Install software updates so attackers cannot take advantage of known problems or vulnerabilities. Many operating systems offer automatic updates. If this option is available, enable it.

Use and maintain anti-virus software - Anti-virus software helps protect your computer against known viruses, so you may be able to detect and remove the virus before it can do any damage. Because attackers are continually writing new viruses, it is important to keep your definitions up to date.

“Social media can be a great way to connect with friends and family but always think before you post.”

Teach your family about internet safety - Children are especially susceptible to social media scams. Although many social media sites have age restrictions, children may misrepresent their ages so they can join. By teaching children about internet safety, being aware of their online habits, and guiding them to appropriate sites, parents can make sure that the children become safe and responsible users.

“Social media can be a great way to connect with friends and family but always think before you post,” concluded Christopher. “Even with locked down settings, your information could become public at any time through hacking, configuration errors, or others sharing your data.

Be cautious about what you and your families post and who they share information with.

ANYDAY



Able Bodied Seaman Harith Said, attached to Military Sealift Command’s USNS Grapple (T-ARS 53) lowers the flag for evening colors, Feb. 11. (U.S. Navy Photo Brian Suriani/Released)



Third Mate Tegan Church stands watch on the bridge of Military Sealift Command’s USNS Grapple (T-ARS 53), Feb. 11. (U.S. Navy Photo Brian Suriani/Released)



Second Mate Michael Hales performs navigational calculations on board Military Sealift Command’s USNS Grapple (T-ARS 53), Feb. 11. (U.S. Navy Photo Brian Suriani/Released)



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COMFORT EXERCISE**