



SEALIFT

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

SEPTEMBER 2016 ISSUE

MSC'S VOYAGE THROUGH PACIFIC PATHWAYS 2016



A line of M1126/M1133 Strykers is staged port-side of the general purpose, heavy lift ship MV Ocean Glory during a back-load of equipment at Chuk Samet from exercise Hanuman Guardian July 12. Military Sealift Command's contracted voyage-charter MV Ocean Glory recently conducted a back-load of about 250 items in Thailand as part of U.S. Army Pacific's mobility operation Pacific Pathways 16-2. (U.S. Navy photograph by Grady T. Fontana)

By Grady Fontana, Military Sealift Command Far East

Despite continued conflicts in the Middle East and elsewhere, the U.S. remains committed to a refocus of strategic priorities to the Pacific region. While long-running conflicts and territorial disputes dominate regional issues in the Pacific, each military service continues to hone their maritime tactics, techniques and procedures in support of the re-balance of the Pacific region.

One of the biggest challenges when operating in the Pacific region is the vast area covered—almost half of the earth's surface.

Post 9/11 and after more than a decade of wars in Iraq and Afghanistan, the Marine Corps and Army are rediscovering, redefining and re-evolving their amphibious roots while working closely with the Navy—and in times of fiscal constraints, the services must find ingenious ways to operate at reduced costs.

From June through August, U.S. Pacific Command (USPACOM) will be conducting a series of bilateral exercises designed to promote partnership and interoperability between the U.S. and three Southeast Asian countries' militaries: exercises Hanuman Guardian in Thailand, Keris Strike in Malaysia, and Garuda Shield in Indonesia.

Since personnel and equipment deployed from the U.S., the exercises presented a formidable logistical challenge that U.S. Army Pacific (USARPAC) mobilized, along with Military Sealift Command (MSC).

Military Sealift Command's contracted voyage-charter MV Ocean Glory recently conducted a back-load of about 250 items in Sattahip, Thailand, as part of the mobility operation Pacific Pathways 16-2 (PP16-2).

The Ocean Glory is a general purpose, heavy lift, commercial ship from Inter-marine under

contract by MSC to support PP16-2, a USARPAC mobility operation that supports the three USARPAC exercises and links them into a single operation by using a single MSC charter vessel to carry a designated task force and their force package equipment for the entire duration.

Pacific Pathways is an innovation that links the series of USPACOM-directed Security Cooperation exercises with allied and partner militaries, and reduces the tyranny of time, distance and cost impacts compared to a multi-vessel liner service.

"The 'pathway' is the link between these previously-independent bilateral and multilateral exercises, and the unit is mission-tailored and task-organized for the entire series of exercises," said U.S. Army Col. Bob Curran, mobility director, USARPAC. "The Pacific Pathways concept commits a designated task force and their force package equipment to the entire duration of a pathway."

The MV Ocean Glory departed Tacoma, Wash., in mid-May with equipment from Joint Base Lewis-McChord (JBLM) and a detachment of ship riders, and made a stop in Hawaii to embark more gear, before arriving in June to Thailand, in support of exercise Hanuman Guardian, to offload equipment for U.S. Army Task Force Lancer, made up of elements of the 2nd Stryker Brigade Combat Team, 2nd Infantry Division from JBLM and 2nd Battalion, 25th Combat Aviation Brigade from Hawaii.

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A UH-60 helicopter is lowered into general purpose, heavy lift ship MV Ocean Glory during a back-load of equipment at Chuk Samet, here, from exercise Hanuman Guardian, July 12. Military Sealift Command's contracted voyage-charter MV Ocean Glory recently conducted a back-load of about 250 items in Thailand as part of U.S. Army Pacific's mobility operation Pacific Pathways 16-2. (U.S. Navy photo by Grady T. Fontana)



GET READY FOR FEGLI OPEN SEASON

From Mary E. Foley, Director Military Benefits Center

The first Federal Employees' Group Life Insurance (FEGLI) open season since 2004 will be held from Sept. 1 -30, 2016.

Eligible employees can elect or increase any coverage FEGLI offers, including Option C - Family.

No medical exam is required and employees are not required to answer any health questions.

Elections made during the open season will be effective Oct 1, 2017; a year later. Employees who do not make an election will keep their current life insurance coverage.

Getting ready for the FEGLI Open Season

The easiest way to make your life insurance election is to use the Employee Benefits Information System (EBIS), a self-service Web application.

The EBIS allows you to independently make your election without depending on a Customer Service Representative.

Your EBIS password expires every 60 days, so you may be required to to reset it to make an election.

To access EBIS, you must use the Office of Civilian Human Resources (OCHR) private portal. You must use a government computer; have a ".mil, .edu or .gov" email address and a Department of Defense (DoD) Common Access Card (CAC). When prompted, select your email certificate.

If this is your first time accessing the web site, you will be required to complete a simple registration. Information about establishing your EBIS account name/password and accessing EBIS is available at <https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Pages/EBIS.aspx>.

OCHR Private Portal

Review current information about the FEGLI Open Season at: <https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Pages/FEGLI-Open-Season.aspx>.

FEGLI Calculator

The Office of Personnel Management has an on-line FEGLI Calculator that will assist you in calculating the value and the amount of your premiums for the various combinations of FEGLI coverage.

The FEGLI calculator is available at <https://www.opm.gov/retirement-services/calculators/fegli-calculator/>

Employees may direct questions about the FEGLI Open Season or accessing EBIS to the Benefits Line at 888-320-2917 from 7:30 a.m. to 7:30 p.m., Eastern Time, Monday - Friday, except on Federal holidays. The TTY number is 866-359-5277.

Employees may also email their questions to navybenefits@navy.mil. Employees must include their full name, pay plan, grade, and contact telephone number. Please do not include Privacy Act or other Personally Identifiable Information such as date of birth or Social Security number in your email correspondence.

ENERGY CONSERVATION COULD MEAN \$\$\$ FOR YOU

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command is primed to recognize outstanding efforts in energy conservation with the MSC Energy Awards Recognition Program.

The program is new and was introduced to incentivize and encourage energy awareness and more energy-efficient operational behavior and choices for both the afloat and shore-side communities of MSC.

"Energy typically represents the largest single operating cost for many of our ships," said MSC Energy Management Analyst Ted Dickenson. "With operational budgets becoming ever tighter, conserving energy is one of the most cost-effective and sustainable ways we have to keep our ships going in an affordable manner."

Most members of MSC' are eligible for recognition under the new program.

"All MSC-owned ships (including both Government and Contractor-operated) are eligible for Ship Energy Performance Improvement Recognition," said Dickenson. "All civilian MSC employees (with certain minor exceptions like those involved in evaluating nominations etc.) are eligible for Energy Suggestion Awards and Energy Special Service Awards."

"Service members attached to MSC are eligible for non-monetary recognition related to any of these award categories," added Dickenson. "Groups of employees may also be nominated for award together for group accomplishments."

Ships recognized as Ship Energy Performance Improvement Recognition winners will be presented with a plaque or certificate commending the efforts of the crew.

"The recognition will be presented to the vessel's Master on behalf of the crew," added Dickenson. "The winning ships will be announced and forwarded to the ASN EIE's office representing MSC as SECNAV Energy Award nominees for that fiscal year. And finally, winning ships will receive preference for funding for further Energy Conservation improvements, subject to budget availability and PM approval."

Winning individuals and groups will be rewarded with cash awards. For groups of individuals nominated together for team efforts, award money will be split among the individuals evenly, unless there is sufficient justification provided in the nomination for an unequal distribution.

"There are two types of Energy Special Service Awards," said Dickenson. The first type is for outstanding action above and beyond formal job responsibilities supporting shipboard energy efficiency improvement, for which up to three civilian MSC employees or groups will be awarded up to \$2,000 each."

"The second type is designed to reward employees who make valuable suggestions for ways to save energy that have not yet been implemented aboard ships due to the time needed for development and evaluation of those suggestions," added Dickenson. "Up to four awards of up to \$500 each will be made each year for this category."

Energy Suggestion Awards are presented to a maximum of three employees or teams a year. Awardees in this category will receive up to \$1,000 each for valuable energy savings suggestions successfully implemented on ships and proven to save energy.

Ship Energy Performance Improvement Recognition submissions must be submitted by Oct. 30 for performance during the prior fiscal year. For both Energy Suggestion Awards and Energy Special Service Awards, nominations are accepted throughout the year.

"For Ship Energy Performance Improvement Recognition, interested ships' crews should plan specific ways to perform their mission and functions in more energy-efficient, yet safe, ways, and get in touch with the Energy Conservation group to figure out ways to measure the resulting energy performance improvement," said Dickenson. "This correspondence and the measured performance results will provide sufficient documentation for nomination. Alternatively, if ships do not nominate themselves this way, ENCON will reach out to the PMs to ask for nominations of worthy ships based on overall energy usage data compared against those ships' specific mission requirements during the performance period."

"For Energy Special Service Awards, an email from the employee's Master or Chief Engineer (afloat) or supervisor (shore-side) describing the efforts and how they saved energy to ENCON will serve as an effective nomination, said Dickenson.

For Energy Suggestion Awards, as well as for the suggestion sub-category of Energy Special Service Awards, suggestions must be submitted on the Energy Conservation Concept (ECC) Submittal Form, QMS document no. N0720-203.01.C (available in the QMS N7 folder on the MSC Portal).

All the procedural details for the program are available in Engineering Process Instruction (EPI) number N0720-204.00-AQ, "Energy Awards and Recognition", which is available in MSC's Quality Management System (QMS) in the Engineering (N7) folder. The QMS is accessible through the MSC Portal.

USNS JOHN LENTHALL; WORLDWIDE LOGISTICS WARRIORS

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command's fleet replenishment oiler, USNS John Lenthall (T-AO 189) returned to Naval Station Norfolk after completing a successful eight-month deployment, July 13.

"Congratulations and welcome home to the crew of USNS John Lenthall," said Capt. Doug A. McGoff, Commodore, Military Sealift Command Atlantic. "For 240 deployment days, you represented the nation in the Fifth and Sixth Fleets during exercises and operations while strengthening relationships with allies and regional partners."

Fleet replenishment oilers provide underway replenishment of fuel, fleet cargo and stores for naval ships at sea.

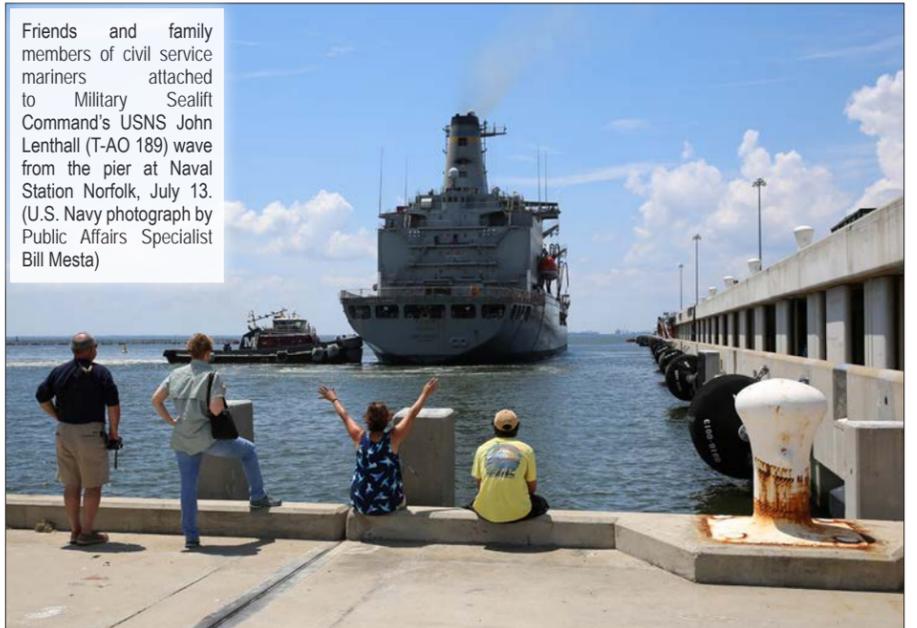
"Military Sealift Command's oilers are designed for high-tempo training, logistic services, naval exercises and maritime operations throughout the world," said USNS John Lenthall's Operations Chief, Lew Montague. Steaming 45,575 nautical miles, Lenthall showcased its fleet oiler capabilities by conducting 144 underway replenishments, delivering nearly 21 million gallons of fuel, and 2,194 pallets of cargo to U.S. Navy and allied ships. Allied ships serviced by Lenthall included naval vessels from Spain, Italy, Greece, Bahrain and the United Arab Emirates.

"The entire Lenthall crew could not have performed any better as the primary duty oiler assigned to aircraft carrier USS Harry S. Truman (CVN 75)," said McGoff. "Although tasked with a challenging and demanding operational schedule, the Lenthall crew rose to the occasion with much pride and esprit de corps to successfully complete all missions on time and often ahead of schedule."

"Lenthall was crewed by 89 civil service mariners (CIVMARs) during this deployment," said Montague. "Each CIVMAR aboard Lenthall is responsible for ensuring the ship's overall readiness, continued operational success and prevention of mishaps at sea."

"Civilian mariners have been a vital component of American sea Power since the Revolutionary War," added McGoff. "Today, mariners continue to play a critical role in our nation's defense, enabling the U.S. Navy to operate around the world. Each Lenthall crew member can take great

Friends and family members of civil service mariners attached to Military Sealift Command's USNS John Lenthall (T-AO 189) wave from the pier at Naval Station Norfolk, July 13. (U.S. Navy photograph by Public Affairs Specialist Bill Mesta)



satisfaction in the role they play in keeping the mariner legacy alive." While deployed, Lenthall supported Operations Inherent Resolve, Active Endeavor and Vigilant Mariner.

Lenthall made 22 port visits including stops in Augusta Bay, Italy, Souda Bay, Greece, Fujairah, U.A.E., Abu Dhabi, U.A.E., Jebel Ali, U.A.E and the Kingdom of Bahrain.

"Throughout the eight-month deployment with the Harry S. Truman Strike Group, Lenthall's crew members displayed exemplary dedication, drive and professionalism while meeting all required operational requirements," said Montague.

The ship's namesake, John Lenthall, was an important American shipbuilder and naval architect. He was responsible for the construction and repair of United States Navy ships during the American Civil War (1861-1865), as well as in the years immediately before and after it. His career spanned the U.S. Navy's transition from sail to steam propulsion and from wooden ships to ironclads, and in retirement he participated in early planning for an eventual steel Navy.

EMORY S. LAND RECOGNIZED FOR OUTSTANDING ENVIRONMENTAL STEWARDSHIP

By Mass Communication Specialist 3rd Class Michael Doan, USS Emory S. Land Public Affairs

The submarine tender USS Emory S. Land (AS 39) received the Fiscal Year 2015 Chief of Naval Operations (CNO) Environmental Quality Award in recognition for maintaining environmental readiness standards.

With 59 nominations from commands around the world being received in 10 award categories, Emory S. Land won in the Afloat 2015 Military Sealift Command (MSC) category.

"This year, Emory S. Land competed against all MSC ships to include fast-fleet oilers, so this is no small feat," said Lt. Cmdr. Charles R. Wilhite, force safety and environmental compliance officer for commander, Submarine Force, U.S. Pacific Fleet.

The award reflects the way Emory S. Land Sailors and MSC civilian mariners take care of the environment.

"It's obvious from the way the ship handles hazardous materials (HAZMAT), the attitude toward the environment and especially the cleanliness of the ship, that our people take care of the environment," said MSC Civilian Mariner Michael S. Flanagan, officer in charge aboard Emory S. Land.

Emory S. Land's primary mission is to keep submarines maintained and mission ready. To do so sometimes requires the crew to handle HAZMAT, making the environment and safety a top priority.

Plans are still in motion to make Emory S. Land even more environmentally friendly.

"Even though the ship is 40 years old, we are still adding systems and operating conditions onto the machinery to make sure we are operating as efficiently as we can," said MSC Civilian Mariner Peter C. Chaggaris, chief engineer aboard Emory S. Land.

Sailors and civilian mariners aboard Emory S. Land work with many compounds and solutions that are considered hazardous materials and must be properly disposed of.

"The success of Emory S. Land's aggressive environmental readiness program is manifested in the crew's ability to execute multiple standards

required by both Navy and MSC in a hybrid environment," said Lt. Sherleen Espinosa, safety officer aboard Emory S. Land.

Standards imposed on the ship can vary from port to port.

"The ship has been striving to stay in compliance with all the environmental regulations," said Chaggaris. "We have a lot of logs to make sure that we are operating within, not just federal environmental regulations, but international as well. If we pull into another port, we have to know what their rules are."

Even those who didn't win the award are still moving toward a greener Navy.

"Your efforts not only embody the environmental stewardship ethic, but also aid in fulfilling the Navy's national security mission," said Vice Adm. Phil Cullom, deputy chief of naval operations for fleet readiness and logistics. "I applaud all of the nominees for their tireless commitment to preserving resources and bettering the environment."



Capt. Mark A. Prokopius, commanding officer of the submarine tender USS Emory S. Land (AS 39), left, and Military Sealift Command Civilian Mariner Michael S. Flanagan, officer-in-charge aboard the Emory S. Land, right, pose on the foreccastle of Emory S. Land, showcasing a newly received plaque after winning the Fiscal Year 2015 Chief of Naval Operations Environmental Quality Award for the Afloat 2015 Military Sealift Command category. (U.S. Navy photograph by Mass Communication Specialist Third Class Michael Doan)

MONTFORD POINT, DAHL SEABASING OPERATIONS



Expeditionary transfer dock USNS Montford Point (T-ESD 1) and maritime prepositioning force ship USNS Dahl (T-AKR 312) navigate alongside each other prior to conducting a mooring evolution and skin-to-skin operations, July 21. (Courtesy photograph)

By Grady Fontana, Military Sealift Command, Far East

Military Sealift Command's (MSC) expeditionary transfer dock USNS Montford Point (T-ESD 1) and maritime prepositioning force (MPF) ship USNS Dahl (T-AKR 312) performed a "skin-to-skin" (S2S) maneuver to demonstrate MSC's unique seabasing capability, July 21-22. The event displayed the two ships' ability to transfer large cargo, such as vehicles, at sea.

The S2S maneuver is achieved by the two ships connecting while the Montford Point acts as a floating pier for a simulated offload.

The Montford Point is categorized as an expeditionary floating pier-at-sea. The ship is tasked to the Marine Corps to provide a pier-at-sea to move and transfer cargo from large, medium-speed, roll-on/roll-off (RO/RO) ships onto landing craft air cushion (LCAC) vessels to provide seabasing capabilities for the Navy and the Marine Corps. The Montford Point and Dahl are both part of Maritime Prepositioning Ships Squadron Three (MPSRON-3).

"Montford Point provides combatant commanders the ability from over the horizon to transfer and deliver personnel and equipment ashore

to a limited or unavailable port," said Navy Capt. Eric C. Lindfors, commodore, MPSRON-3. "This ability provides a unique capability within the seventh fleet area of responsibility enabling in stream operations from a variety of non-traditional locations."

Though no equipment was transferred during this event, during a full demonstration, the Dahl can discharge equipment onto the Montford Point through a connecting ramp. The equipment can then be loaded into LCACs for transfer to shore, further enhancing Marine Corps and naval integration.

The two MSC ships conducted the two separate events in consecutive days further displaying the potential routine nature of such an event when tasked during ideal conditions.

In a S2S operation, the ships navigate alongside and are moored together. Once connected, the MPF ship lifts the Montford Point's ramp with her shipboard crane and connects it to the MPF ship. Once the ramp is connected, vehicles and cargo can be rolled on and off with efficiency.

A strong advantage for the pier-at-sea concept includes being able to move at will so as to not become a possible target to unfriendly forces. The makeshift pier can operate 25 miles off shore and still provide support for the military services.

When the Montford Point is on mission, the ship submerges to about 40 feet while underway to the area of operations. Once on station it submerges to about 50 feet, so that the LCACs can maneuver right up on the mission deck to pick up cargo. This allows the Montford Point to operate like a floating pier and will serve as a transfer point for Marine Corps amphibious landing forces.

"An inherent challenge we face is purely a numbers game of two crews on Montford Point and two crews on each of the LMSRs she conducts operations with," said Lindfors. "Capturing the lessons learned from these quarterly events is critical to gaining efficiency, maintaining safety and ensuring our mariners have the proficiency needed when called upon."

The Montford Point's flexibility is critical for humanitarian response to natural disasters and for support to warfighters ashore. The size allows for 25,000 square feet of vehicle and equipment stowage space and 380,000 gallons of JP-5 fuel storage.

THE CUTTING EDGE OF AFLOAT 'IT' SYSTEMS TESTING

By Bill Mesta, Military Sealift Command Public Affairs

Military Sealift Command held a ribbon cutting ceremony for its new MSC C4 Engineering Laboratory (MCEL) on board Naval Station Norfolk, June 29.

The laboratory was stood up to provide C4S network development, software integration and validation for the MSC shipboard management information systems afloat in both classified and unclassified environments.

"The laboratory is functionally a 'ship on shore' that duplicates our afloat systems," said Lt. Cmdr. Dustin Wallace, an MSC's N615 systems engineer project manager. "The new laboratory integrates with our Afloat Network Operations Center (ANOC) and allows us to design, develop and test production systems, integrate new software releases and validate in an operationally representative environment."

"The MCEL will provide the necessary programmatic support to ensure the MSC afloat community is provided a facility to support MSC Afloat information technology systems prior to their use in the MSC fleet," added Wallace.

The programmatic support provided by the new laboratory includes command and control, communications and computer systems. The facility also supports developmental test and evaluation, service validation and testing, pre-installation testing and check-out, operational testing and evaluation and system training.

"We are aware of the challenges facing the cyber domain and are making headway improving our cybersecurity posture," said Rear Adm. T. K. Shannon, Commander, Military Sealift Command. "This laboratory is a complete shore emulation of our ship board environment and will be used to train personnel and test cyber solutions designed to protect our afloat networks and systems."

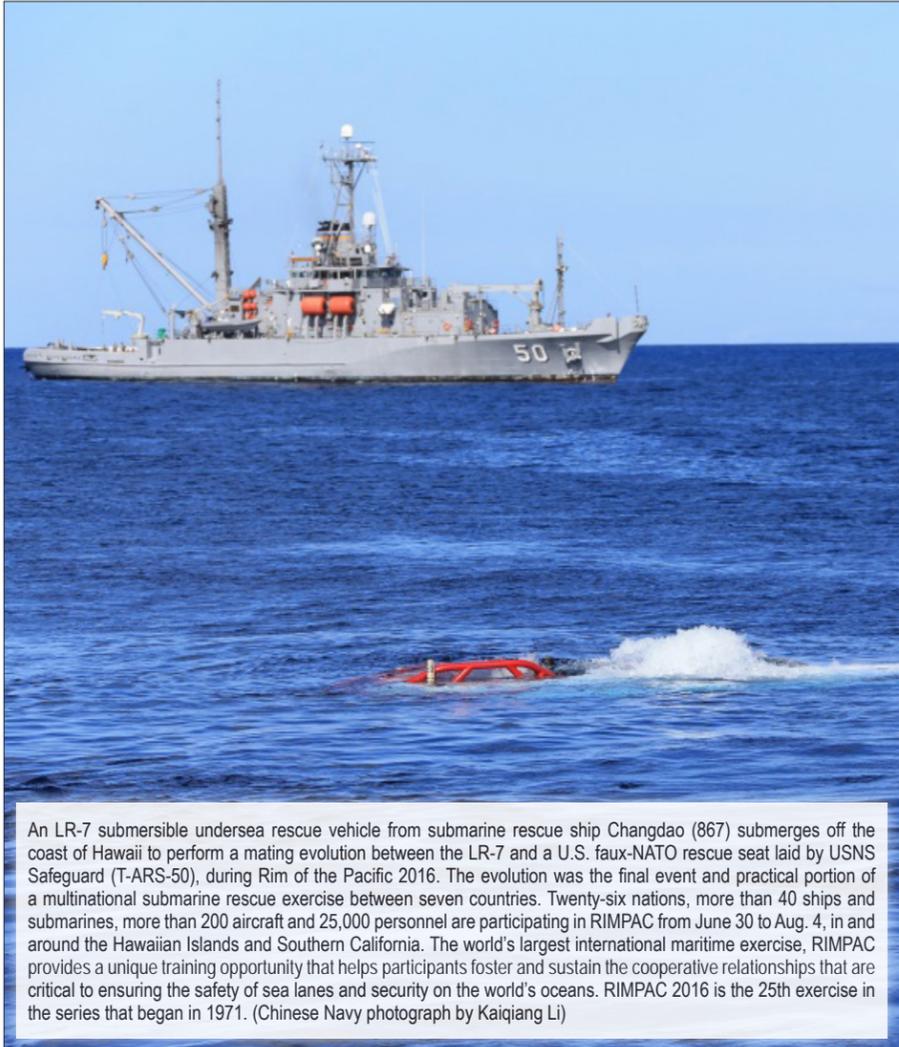
"The MCEL was designed to meet a 2012 requirement to consolidate all MSC Labs into one central location," said Wallace. "This requirement prompted the initiation of the 'MSC Lab Consolidation Project' which was intended to reduce the physical footprint of all MSC lab facilities and to support C4S testing, integration, testing and validating the Certification and Accreditation (C&A) for MSC applications and IT infrastructure."

"The MCEL provides a truly operationally representative environment; provide increased timeliness to give capabilities to MSC's Civil Service Mariners. Additionally, the MCEL enables quicker response to meet emergent cyber security requirements," added Wallace.



Rear Adm. T. K. Shannon, Commander, Military Sealift Command and Lt. Cmdr. Dustin Wallace, an MSC N615 systems engineer, cut the ribbon at a ceremony celebrating the opening of the new C4 Engineering Laboratory on board Naval Station Norfolk, June 29. (U.S. Navy photograph by Bill Mesta)

FIRST-OF-ITS-KIND SUBMARINE RESCUE EXERCISE



An LR-7 submersible undersea rescue vehicle from submarine rescue ship Changdao (867) submerges off the coast of Hawaii to perform a mating evolution between the LR-7 and a U.S. faux-NATO rescue seat laid by USNS Safeguard (T-ARS-50), during Rim of the Pacific 2016. The evolution was the final event and practical portion of a multinational submarine rescue exercise between seven countries. Twenty-six nations, more than 40 ships and submarines, more than 200 aircraft and 25,000 personnel are participating in RIMPAC from June 30 to Aug. 4, in and around the Hawaiian Islands and Southern California. The world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2016 is the 25th exercise in the series that began in 1971. (Chinese Navy photograph by Kaiqiang Li)

By Sarah Burford, Military Sealift Command Public Affairs

July 12 and 13, Military Sealift Command rescue and salvage ship USNS Safeguard (T-ARS 50) conducted a training exercise with a unique counterpart, The People's Liberation Army (Navy) of China's submarine rescue ship Changdao (867), as part of the ongoing Rim of the Pacific (RIMPAC) exercise off the coast of Hawaii.

Building on RIMPAC 2016's theme, "Capable, Adaptive, Partners,"

the ships conducted a simulated submarine rescue event. Working with the U.S. Navy Mobile Diving and Salvage Unit 1 (MUDSU-1), the crew of Safeguard loaded, positioned and placed a U.S. faux-NATO submarine rescue chamber (SRC) false seat on the sea floor at a depth of approximately 180 feet. This was done using the ship's 40-ton capacity boom crane. The false seat functioned as a simulated downed submarine, and was the focus of rescue operations. Safeguard's ability to lay in a multi-point moor provided a stable platform for diving operations needed in the placement and recovery of the false seat.

Following the placement of the false seat, Changdao launched their LR7 free-swimming rescue vehicle which was able to locate and attach to the false seat, simulating a submarine rescue. Safeguard's ability to set a multi-point moor provided a stable platform for diving operations needed in the placement and recovery of the false seat.

"The purpose of this exercise was to demonstrate the rescue capabilities of both navies and our abilities to work together in an emergency rescue situation," explained Capt. Mark Wilson, Safeguard's civil service master. "Safeguard's tasking has brought her into joint operations with many ally nations' and their military forces within the Asian-Pacific Theater. Our work with Changdao in this year's RIMPAC exercise went smoothly and illustrates the cooperation and interoperability between our two navies. Training with the Chinese in this event illustrates, to both nations, that should an emergency occur, both navies can operate jointly to perform a rescue."

As the world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2016 is the 25th exercise in the series that began in 1971.

Twenty-seven nations, 45 ships, five submarines, more than 200 aircraft and 25,000 personnel will participate in the biennial RIMPAC exercise that will run through Aug. 4, in and around the Hawaiian Islands and Southern California.

This year's exercise includes forces from Australia, Brunei, Canada, Chile, Colombia, Denmark, France, Germany, India, Indonesia, Italy, Japan, Malaysia, Mexico, Netherlands, New Zealand, Norway, People's Republic of China, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Thailand, Tonga, the United Kingdom, and the United States.

LOGISTICS SERVICES TO SHIPS-AT-SEA DURING RIMPAC

By Sarah Burford, Military Sealift Command, Pacific

As the Rim of the Pacific (RIMPAC) exercise's got underway, and war games continued in the waters off the coast of Hawaii, Military Sealift Command is on station supporting the world's largest, biennial international maritime exercise. Four MSC ships are providing logistical support to the 26 nations, 45 surface ships, 5 submarines, more than 200 aircraft and 25,000 personnel participating.

Since RIMPAC began June 26, USNS Henry J. Kaiser (T-AO 187), USNS Rappahannock (T-AO 204), USNS Rainier (T-AOE 7) and USNS Washington Chambers (T-AKE 11) have been delivering the fuel to power the surface and aviation forces, as well as the groceries that sustained the ships' crews during the exercise's underway period July 11-Aug. 4.

MSC is known for its logistics support to ships at sea, but what makes RIMPAC significant is the sheer volume of the support provided. Over the course of the week of July 14-21, the four Combat Logistics Force Ships delivered over 3.5 million gallons of diesel ship fuel, nearly 2 million gallons of JP5 aviation fuel and 824 pallets of food and supplies to 35 ships. In addition to the delivery of fuel and stores, Washington Chambers provided training platforms for small boat boarding exercises, training platforms for helicopter squadrons of various commands.

"Our biggest challenge has been maintaining the tight schedules and the demands of keeping the pace, the battle rhythm of RIMPAC 2016," explained Capt. Dan Glazier, Washington Chambers civil service master. "Duty Oilers have full schedules, supporting the fleet and providing training platforms. So much of what we do is only seen by the crew and those getting the services. There are a lot of unseen benefits when it comes to fleet readiness that the CLF ships are providing."

Working with ships alongside on both sides of the MSC ships poses various challenges during operations. Safety is paramount for the crew, the customer and the ocean environment. For this reason, the Navy and MSC ensure each replenishment-at-sea event is carefully planned and coordinated, along with training for the crews and plenty of rest time between shifts on deck. With the large number of foreign navy customers working with the MSC ships, good communication becomes paramount.

"The CLF ships, like Rainier, conduct UNREPS in large numbers annually. Because of this, the crew is fully committed to providing the best, most efficient service possible," said Capt. William Riley, Rainier's civil service master. "Shipboard ownership is probably the number one reason for their superlative performance. We just completed a six-month deployment with the USS John C. Stennis carrier strike group, and the RIMPAC crew has pretty much remained the same, so they are very experienced and seasoned and used to working together, which really helps operations go smoothly."

The MSC logistics piece of RIMPAC isn't limited to the ships at sea. On the ground, the MSC PAC Combat Logistic Office coordinated the acquisition and movement of all the cargo needs for the entire exercise. Working in concert with directly with Commander Third Fleet and Commander Task Force 173, the MSC PAC CLO coordinated not only the delivery of food and stores, but also the pier-side time at the correct pier for the load-outs of cargo to the specific ships scheduled for later RAS. Six MSC ships, as well as MSC reservists from Military Sealift Command Pacific's Headquarters Unit, MSC PAC's Hawaii Detachment, and Expeditionary Port Unit 114, are supporting RIMPAC 2016.

RIMPAC is the world's largest international maritime exercise. Held bi-annually, RIMPAC provides a unique training opportunity that helps participants foster and sustain cooperative relationships.

Merchant Marine Nick Bowling directs the hoisting of supplies aboard USNS Rainier (T-AOE 7) as part of Rim of the Pacific 2016. (U.S. Navy photograph by Petty Officer First Class Martin Wright)



PREPARING THE CREW TO DELIVER GLOBAL COMFORT

By Bill Mesta and Brian Suriani, MSC Public Affairs

U.S. Navy Sailors and Civil Service Mariners (CIVMAR) attached to USNS Comfort (T-AH 20) conducted a 'Comfort Exercise' (COMFEX) on board Naval Station Norfolk, Virginia, June 20-24.

COMFEX is a quarterly training exercise designed to keep Comfort's crew prepared to rapidly respond to an emergency.

"The COMFEX is a quarterly training regimen designed to keep the medical personnel, support staff and CIVMARs who serve aboard Comfort sharp and ready to deploy in response to a crisis," said Capt. Lanny Boswell, the commanding officer of USNS Comfort's medical treatment facility. "The ship must be ready to get underway and fully operational in five days. These training exercises ensure Comfort is ready to go whenever we are needed."

"The coordination and practice the crew receives during the COMFEX keeps our skills and mindset sharp," said Boswell. "So we do a Comfort Exercise every quarter were we go through various drills. We also check all of the equipment, ship's systems, supplies, and work on future planning. This particular COMFEX was focused on the logistical skill-set requirements for the ship to become fully operational."

Captain William Thomas, USNS Comfort's master said, "COMFEX flexes the ship's capabilities and helps prepare the crew for a potential, short-fused activation of Comfort to respond to an emergency or a humanitarian mission."

"The CIVMARs played a very important role in the COMFEX," said Thomas. "The CIVMARS, partnered with Ashore Training Team representatives to facilitate fork truck and life raft training for Sailors attached to the Comfort's medical treatment facility."

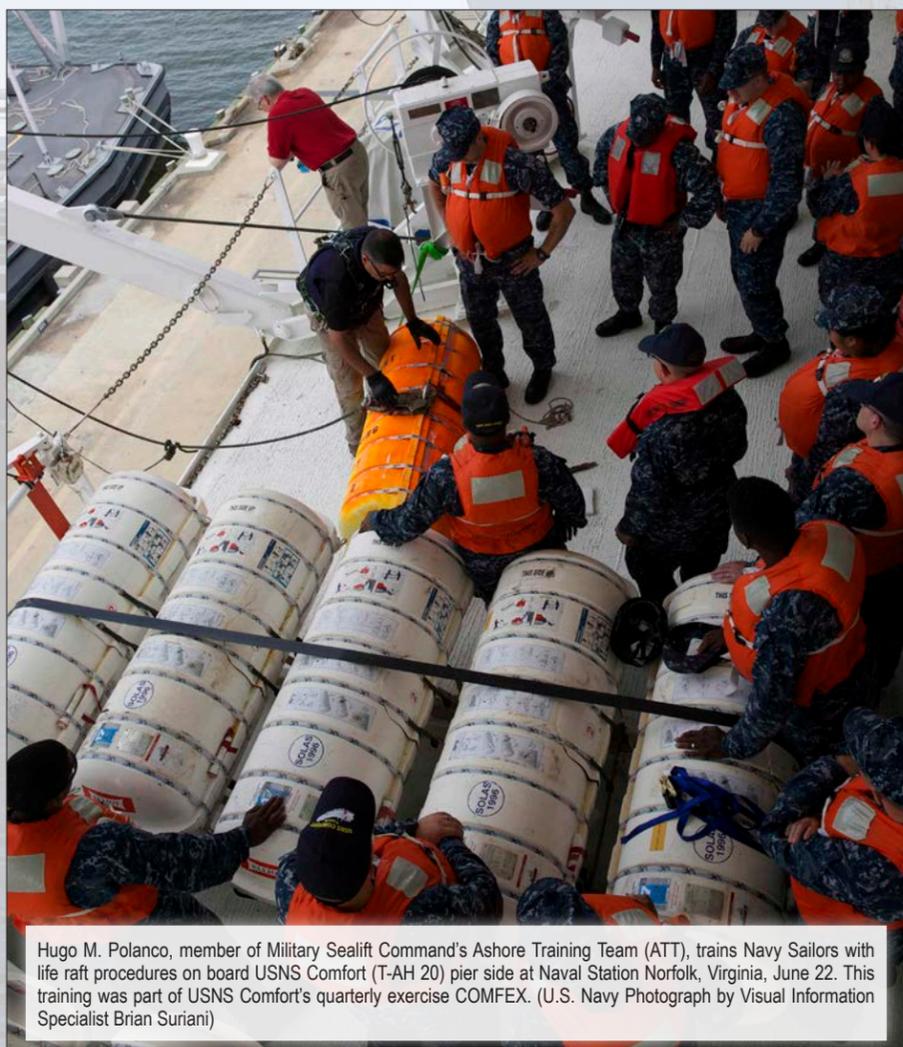
The COMFEX also focused on activation competencies training in medical drills and chemical, biological and radiological preparation. "The Comfort is a giant, turn-key, mobile trauma unit," said Boswell. "When the ship is fully manned and operational, we are the seventh largest trauma center in the world."

"Comfort's primary mission is to provide critical medical support to military personnel on the battlefield," said Boswell. "Secondly, we provide humanitarian aid in response to a crisis such as an earthquake or hurricane."

The third mission set for Comfort is to spread good-will by participating in overseas deployments such as Continuing Promise 2015.

"The ship is known primarily for deployments like the Continuing Promise missions," added Boswell. "It is important to remember Comfort responded to real world crisis including 9/11, Hurricane Katrina and the earthquake which devastated Haiti."

Comfort is outfitted with 12 fully equipped operating rooms, a 1,000-bed hospital facility, digital radiological services, medical laboratory, pharmacy, optometry and lens laboratory, CT scanner and two oxygen producing plants.



Civil service mariners provide forklift training for Navy Sailors on board Military Sealift Command's USNS Comfort (T-AH 20) pier side at Naval Station Norfolk, Virginia, June 22. This training was part of USNS Comfort's quarterly exercise COMFEX. (U.S. Navy photograph by Visual Information Specialist Brian Suriani)

"Comfort cannot do what we do without military operations, highly skilled civilian mariners and medical professionals," said Boswell. "Our mission is one of the most relevant ever in deterring extremist hatred. When a country suffers a disaster such as an earthquake which would take many years or decades to recover from, this is when the population of such a country is most vulnerable to extremist influence."

"Medicine is considered one of the most stabilizing factors to counter extremist thought, added Boswell. "To know one's family is taken care of medically helps to counter the urge to turn to extremism in the throes of a crisis. This is one of the reasons it is important to keep Comfort and our crew ready."

A Unique Crew with a Critical Mission

When fully operational, Comfort's crew is made up of military support staff, medical professionals and civilian mariners.

"As the master aboard Comfort, I am responsible for the overall operation and safety of the ship and the safety of everyone on board," said Thomas. "There are three manning scales which determine the number of CIVMARs serving on the Comfort. During reduced operational status, there are 20 CIVMARs who man Comfort. Then the ship has a transit manning scale where manning is increased to 46 CIVMARs. When the ship transitions into a fully operational status, the number of CIVMARS assigned to Comfort is 71."

"The CIVMARs are responsible for the ship's main propulsion, auxiliaries, safety, security, ship's navigation, food service and reduced operating status habitability," said Thomas. "The engineering department is responsible for habitability throughout the entire ship to include ventilation, heating and water. We provide support for the hospital."

"When Comfort is fully operational, the ship has approximately 1,200 crew members, most of whom are medical professionals who spend much of their time at other medical facilities," said Boswell.

"When I work with Captain Thomas, we understand there is no way Comfort's mission can succeed without integration between the various professional cultures aboard the ship," said Boswell. "The success of our crew involves an incredibly complex coordination and cooperation between our various cultures. We cannot meet Comfort's mission without teamwork."

"We put egos aside aboard the Comfort. The MTF commanding officer and the ship's master are partners with a common goal. Our common goal is to ensure the hospital ship is ready to activate and ready to get underway in five days," said Thomas. "To these ends, we work together as team to ensure all members of the crew, both on the MTF side and CIVMAR side, understand the importance of this partnership. My motto is we are nothing without the hospital."

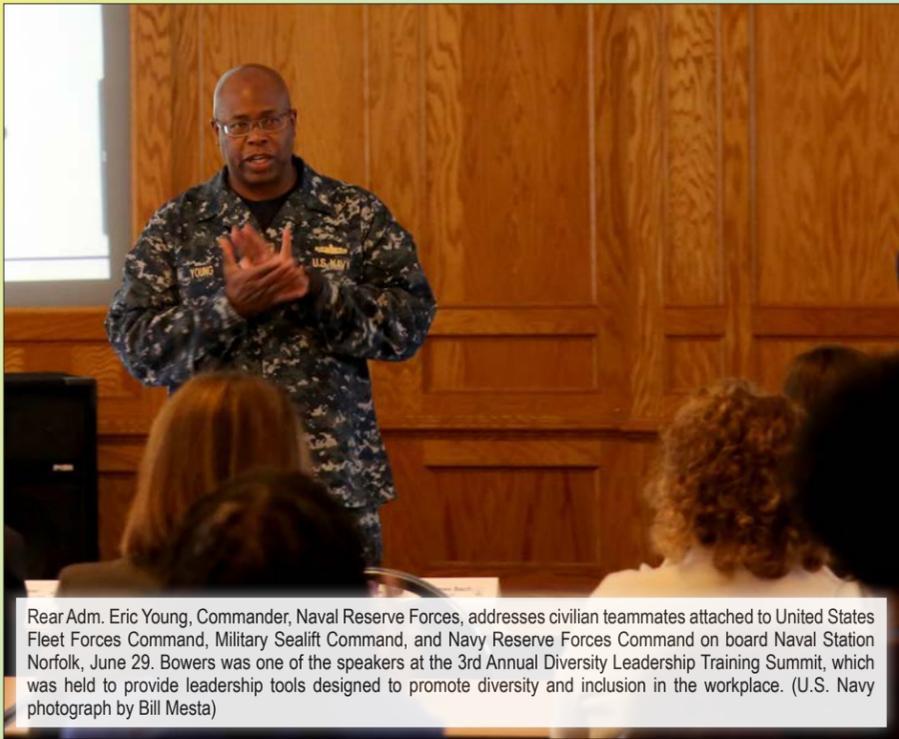
There are critical responsibilities aboard Comfort which are shared by the CIVMARs and the military crew.

"A good example of the crew's shared responsibilities is damage control and firefighting," said Thomas. "The ship has joint damage control firefighting parties. So the MTF Sailors stand alongside the CIVMARs when we hold our damage control and firefighting drills."

Abandon ship drills are another example of an event undertaken by Sailors teamed with CIVMARs.

"We are all very proud of Comfort and we are proud of the job we do aboard this ship," concluded Thomas. "We are also proud of the relationship between the ship's Sailors and CIVMARs and the way we have come together as a team."

RESPECTING OUR DIFFERENCES THROUGH INCLUSION



Rear Adm. Eric Young, Commander, Naval Reserve Forces, addresses civilian teammates attached to United States Fleet Forces Command, Military Sealift Command, and Navy Reserve Forces Command on board Naval Station Norfolk, June 29. Bowers was one of the speakers at the 3rd Annual Diversity Leadership Training Summit, which was held to provide leadership tools designed to promote diversity and inclusion in the workplace. (U.S. Navy photograph by Bill Mesta)

By Bill Mesta, Military Sealift Command Public Affairs

Civilian leaders from U.S. Fleet Forces Command, Military Sealift Command and Navy Reserve Forces Command gathered for the 3rd Annual Diversity Leadership Training Summit at Ely Hall on board Naval Station Norfolk, June 29.

The summit was held to empower attendees with knowledge and tools to promote an inclusive working environment at their respective commands.

“Develop an appreciation and respect for a diverse workforce,” encouraged Rob Lee, Military Sealift’s Command Deputy Equal Employment Opportunity Officer. “Know that different backgrounds, cultures, education, family, and beliefs are invaluable assets to organizations.”

“Don’t be afraid to employ the skills and experience of your employees,” said Lee. “Be inclusive in your decision making. Not surprising, inputs from employees who feel valued often lead to increased productivity and mission accomplishment.”

“In my 32 year Navy career, I have never had the opportunity to attend a summit focused on diversity and inclusion. So this event is something special,” said Rear Adm. Eric Young, Commander, Navy Reserve Forces Command. “As leaders, we should all understand diversity and inclusion. But the key as leaders is that it is our responsibility to make sure that everybody at our commands understands and supports diversity and inclusion.”

Young encouraged the participants to step out of their comfort zones to strengthen the culture of diversity and inclusion at their commands. “Take the opportunity to sit down and talk with those who have different ideas, different beliefs, different backgrounds, and different cultures,” said Young. “This will improve the working environment and will strengthen your command.”

“We are all not the same. We come from diverse backgrounds and we are all a little bit different,” said Young. “As such, this training really resonates.”

Young recalled how different leaders he served with as a new Navy officer and there perspective about diversity impacted his early military development.

“When I showed up to my first ship as a brand new Ensign, I was the only minority crew member in the Ward Room or the Chiefs’ Mess,” recalled Young. “From the very beginning I was treated differently than the rest of the officers aboard the ship.”

“While all of my peers, some who checked aboard after me, were working on their qualifications, I was not given the opportunity to work on these same qualifications,” said Young. “When everyone gathered to study, I was not included or invited to the sessions.”

“I also remember an instance when the commanding officer called me ‘boy,’” said Young. “I reported this instance and this commanding

officer’s career did not progress any further.”

When I took command of a frigate, I made sure that everyone knew my position on inclusion and diversity. I made sure everyone understood diversity,” added Young.

“We are not all the same. We are different. We talk different. We look different. We have different cultures. We have different backgrounds,” said Young. “It does not matter if you are white, black, pink or purple, male or female, heterosexual or bi-sexual. It just doesn’t matter. We all need to be inclusive and this will make us a better team.”

Topics covered during the seminar included employees with disabilities, transgender policies, and managing generational differences.

“Whether we realize it or not, every facet of MSC is impacted by diversity and inclusion,” said Lee. “We must become change agents and as Mr. Swinton stated, ‘transform principles into practice.’ Only then can we truly begin to foster environments where efforts to promote diversity and inclusion are appreciated, but more importantly, duplicated.”

“I am sure that each and every one of you has your own story when it comes to diversity and inclusion,” said Victoria Bowers, Department of Navy Director of Diversity and Inclusion.

“When the word came down that we were going to be a diverse workforce, I heard the mumblings under people’s breath,” said Bowers. “People felt like this was another affirmative action program. They were afraid we were going to lower our standards.”

“The face of our nation is diverse. We have citizens who have disabilities, transgender, African American, Asian, female, male and from different geographic regions,” added Bowers. “This is the face of our nation.”

“Within the Department of the Navy, back in the 50’s, 60’s and 70’s the face of our Navy was not as diverse as it is today,” added Bowers. “Now the make-up of the Navy is very diverse. Not only from the standpoint of racial diversity, but also from the standpoint of background diversity and experiences.”

“By guaranteeing we have a diverse workforce, we can better ensure that the best decisions are being made at our commands,” said Bowers. “When it comes to inclusion, we have more in common than we have differences.”

“What you want to do when developing a diverse workforce is to find commonalities,” added Bowers. “Differences are important but in general we all have more in common than we have different.”

“Diversity and inclusion is about recognizing the talents, skills, and experiences that each of us possess and valuing those differences, concluded Lee. “This means listening to the ideas, opinions and thoughts of fellow employees, and incorporating the best of the best. Bottom line: As an employer of choice, we must be able to remain competitive in today’s global landscape.”



Victoria Bowers, the Department of the Navy’s Director of Diversity and Inclusion addresses civilian teammates attached to United States Fleet Forces Command, Military Sealift Command, and Navy Reserve Forces Command on board Naval Station Norfolk, June 29. Bowers was one of the speakers at the 3rd Annual Diversity Leadership Training Summit, which was held to provide leadership tools designed to promote diversity and inclusion in the workplace. (U.S. Navy photograph by Bill Mesta)



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NAVY AWARDS CONTRACTS FOR FLEET OILERS, AMPHIBS

By NAVSEA Corporate Communications

The Navy awarded two contracts key to future amphibious operations and replenishment missions, June 30. The combined total projected contract value of these contracts is approximately \$6.3 billion.

General Dynamics, National Steel and Shipbuilding Company (NASSCO) was awarded a fixed price incentive firm target (FPIF) block buy contract for the Detail Design and Construction (DD&C) of six T-AO 205 Class Fleet Replenishment Oilers. The award amount is \$640,206,756 for the fiscal year 2016 lead ship and, if appropriated, includes line items for five follow-on ships between FY 2018 and FY 2022 and options for associated support efforts.

Huntington Ingalls Inc., Ingalls Shipbuilding Division (Ingalls) was awarded a FPIF contract for \$272,467,161 for LHA 8 Planning, Advanced Engineering and Procurement of Long Lead Time Material with options for DD&C and the associated support efforts.

Additionally, both contracts include options for contract design (CD) support for the Amphibious Warfare Ship Replacement, referred to as LX(R). Options for LX(R) CD support, special studies, engineering and post-delivery industrial services, provisioned items orders, other direct costs and special incentives which, if funding is made available for all ships and all options are exercised, will bring the cumulative value of the contract awards to \$3,156,828,444 and \$3,133,852,637 to NASSCO and Ingalls, respectively.

“This strategy reinforces the Navy’s commitment to a culture of affordability that emphasizes competition while maintaining our critical shipbuilding industrial base,” said Jay Stefany, executive director for Amphibious, Auxiliary and Sealift Programs in Program Executive Office Ships. “The approach provides best value to the taxpayers, supports our industry partners and provides the foundation for future warfighting capabilities.”

The acquisition strategy for the limited competition of LHA 8 DD&C, T-AO 205 Class (Ships 1-6) DD&C and LX(R) CD was developed in order to maintain a stable Amphibious and Auxiliary Shipbuilding industrial mobilization base while also ensuring competition for current and future classes of these ships.

USARPAC, Continued Reading From Page 1

After Hanuman Guardian, the equipment will voyage to Malaysia where some equipment will be discharged to support Keris Strike. Immediately after the offload, the Ocean Glory will transit to Indonesia to discharge gear for exercise Garuda Shield. At the conclusion of the exercise, the ship will back-load all gear from Indonesia, then Malaysia before returning to Hawaii and JBLM.

“Prior to Pacific Pathways, an equipment set endured on average 90-days transit time per exercise from home base to exercise country and return on liner service solutions,” said Curran. “For three exercises this amounted to nine months of the year where the equipment was inaccessible to the unit which resulted in increased maintenance days and reduced readiness.”

The Pacific Pathways’ single MSC charter vessel solution for three consecutive exercises corrected this dynamic.

“During sail on a MSC charter vessel, unit representatives on the vessel can execute preventive and minor maintenance and coordinate for replacement parts to arrive at the next exercise,” said Curran. “This facilitates sustained readiness throughout the course of a Pacific Pathway to ensure equipment is operational.”

Pacific Pathways also provides MSC staff invaluable training benefits. The operation tests MSC staff’s ability to train and evaluate charter vessel process, activation and operations to strengthen interoperability in the joint and combined environment.

“Pacific Pathways allows commercial and merchant marine crews to execute military sea movement in support of USARPAC that replicates contingencies and familiarizes the crews with USARPAC coalition partner port locations and operations,” said Curran. “Pacific Pathways provides invaluable MSC training to operate continuously for up to six months with an Army force package to multiple ports.”

Pacific Pathways provides a strenuous training work out for MSC. During a PP16-2, MSC, USARPAC and host nation networks execute multiple lift on/lift off operations in multiple sea ports under time constraints.

“I’m working with three different ship agents, three different cargo agents, two different (Surface Deployment and Distribution Command) battalions, and multiple different host nations,” said Christopher Cassano, plans and exercises officer, Military Sealift Command Far East, based out of Singapore. “It’s just a lot to manage. A regular movement, especially a commercial movement is relatively simple. The biggest challenge is all the coordination with the various host nation partners, the various exercise participants, and the different logistics teams.”

MSC has learned that having a single MSC representative supporting all the various locations greatly enhances efficiency, especially when working with a commercial vessel that’s not accustomed to working with the U.S. military.

“What’s interesting about this ship is it’s the first time she’s flying the U.S. flag, it’s the first time she’s handling military cargo, and it’s also the first time for most of the crew as well,” said Cassano. “They’re learning as we’re learning.”

According to Capt. Christopher Hill, merchant marine and master of the Ocean Glory, at each port the Ocean Glory has operated in while supporting PP16-2, military representatives have met him at the various ports when the ship arrived, which facilitated streamlined processes and smooth transactions.

“We’ve never worked so closely with Military Sealift Command, or in some cases the Army and the Navy,” said Hill. “It’s a culture of teamwork—everybody pulling together to accomplish a common goal.”

ANYDAY



Hospital ship USNS Mercy (T-AH 19) sits anchored off the coast of Da Nang, during its third mission stop of Pacific Partnership 2016. Mercy is joined in Da Nang by JS Shimokita (LST-4002) and Vietnam People’s Navy ship Khanh Ha for Pacific Partnership. Partner nations are working side-by-side with local organizations to conduct cooperative health engagements, community relation events and subject matter expert exchanges to better prepare for natural disaster or crisis. (U.S. Navy photograph by Mass Communication Specialist First Class Elizabeth Merriam)



Sealift is an authorized publication for members and employees of the Navy’s Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. government, the Department of Defense or the Department of the Navy. Sealift is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to:

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Norfolk, VA 23511-2419

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Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command for Navy-unique matters and to the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.

Printed on recycled paper

NEXT ISSUE: NEW COMMANDER AT MSC’S HELM