Military Sealift Command’s USNS Guam Christened in Okinawa

By Grady Fontana, Military Sealift Command Far East

Military Sealift Command (MSC) christened the high-speed transport USNS Guam (HST 1) during a ceremony at Naha Military Port in Naha, Japan, April 27.

Key speakers at the ceremony were U.S. Ambassador to South Korea Harry B. Harris Jr., Guam Rep. Michael San Nicholas, Lt. Gen. Eric M. Smith, commanding general, III Marine Expeditionary Force (III MEF), Rear Adm. Robert T. Clark, deputy commander of MSC, and USNS Guam’s sponsor, Mrs. Bruni Bradley, a 25-year Navy veteran and wife of Harris.

“The Navy has a glorious history of naming ships after heroes, epic battles and key places in the U.S.; and this ship is no exception,” said Ambassador Harris, who is also a former Navy Admiral. “Guam is the site of one of the bloodiest battles in the Pacific campaign (of World War II).

“Although most of the greatest generation are no longer with us, we can hear their stories of duty, honor and courage. Their spirits walk among us, and with us, and call out to us. Today, we’ve answered their call with an innovative ship, which serves as a reminder of their heroism and a tribute to a beautiful place called Guam, U.S.A,” said Harris in a speech.

The ceremony was capped by a time-honored tradition, when Bradley officially declared the Guam christened prior to breaking a bottle of sparkling wine against the ship’s side railing of the main deck.

The Guam was acquired by the U.S. Navy from the Department of Transportation in 2012 and underwent renovations before it became operational in late 2017 when it replaced the Westpac Express as a III MEF asset.

USNS Guam is an aluminum catamaran designed to be fast, flexible and maneuverable, even in austere port conditions, making the vessel ideal for transporting troops and equipment quickly.

According to Smith, the value of USNS Guam to the III MEF is that the ship can be quickly reconfigured for any cargo requirement: from supporting humanitarian assistance and disaster relief, to transporting Marines, Sailors and equipment throughout the Indo-Pacific theater.

“This ship is vital to us,” said Smith in a speech. “It carries the most precious cargo that there is…the Marines and Sailors of the III MEF.”

The USNS Guam is preceded in service by the patrol gunboat USS Guam (PG 43), which was renamed USS Wake in 1941 and captured by the Japanese later that year, the Alaska-class large cruiser USS Guam (CB 2) in service 1944-1947, and the two Jima-class amphibious assault ship USS Guam (LPH 9) in service 1965-1998.

MSC operates approximately 125 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

By Grady Fontana, Military Sealift Command Far East

“Maritime ‘E’ Award
- USNS Comfort to Deploy
- USTRANSCOM Visit
- Artemis Trident 2019
- Guardian Sea 2019
- USNS Yukon
- MenuMasters Award
- SAAPM Walk
- Pacific Partnership 2019
- SWATT Logistics

MSC Headquarters is Proudly ISO 9001: 2015 QMS Accredited
Sealift, aerial refueling and cyber resiliency are three top programs the strategy; others about the need for urgency in implementing the recapitalization stay focused on secure and resilient communications. The recent Turbo-As NAVTRANS we have a command and control responsibility. We must operate knowing that our competitors are using every domain to disrupt our support of national objectives. He cautioned that we must recognize and fortify a culture of excellence, and prepare our workforce for positions of increasing professional competency and leadership responsibility.

I want to thank all our team members for diligently completing the two-way communication between the supervisor and employee, as well as linking employee performance elements to the MSC mission.

Successful implementation of DPMAP combined with our recently released Civilian Workforce Development Strategy enable MSC to realize the tremendous individual and organizational potential of our workforce; fortify a culture of excellence, and prepare our workforce for positions of increasing professional competency and leadership responsibility.

I found his final words thought-provoking as he emphasized the need for “resiliency and flexibility” in what we do. He noted that these two attributes assist in projecting and sustaining the Joint Force, and at the same time create dilemmas for our adversaries. We must continue to incorporate resiliency and flexibility in our networks, work processes, communications and plans.

After the all-hands call, General Lyons toured USNS Yano. This ship visit provided an opportunity to discuss the current state of our sealift ships with a focus on class-wide maintenance and readiness issues.

General Lyons offered generous praise for our people and everything we do at MSC to support the U.S. Navy and U.S. Transportation Command.

Thank you to the entire MSC team for the work you do each day and your service to our nation.

Maritime Excellence Award Recipients

Last year we announced a new recognition program for our Mariners and ships. Each calendar year we are recognizing Military Sealift Command civil service-manned ships with the Maritime Excellence Ship Award. Our program, called the Maritime ‘E’ ship award, is similar in concept to Navy’s Type Command Battle Efficiency or Battle ‘E’ recognition.

The MSC Maritime Excellence Ship Award was created to recognize those MSC ships that performed at the highest levels of operational readiness during the calendar year.

It is with great pleasure that I announce the winners for 2018:

USNS William McLean (T-AKE 12)
USNS Salvor (T-ARS 52)

The Maritime ‘E’ ship award promotes competition and recognizes ships that achieve the highest degree of operational readiness, performance, efficiency, reliability, productivity, and safety during the year. Recipients of this award demonstrated day-to-day excellence in addition to superior achievement throughout the competitive period.

These Mariners maintained our government ships at the highest possible levels of holistic readiness thus ensuring they were ready for tasking to perform in the full spectrum of maritime operations, faithfully executing our mission to empower global warfighting capabilities.

Award winners are authorized to display the Maritime ‘E’ ship award pennant from sunrise to sunset for one year from the date of the award, and paint an appropriate logo on the ship.

I would like to extend my sincerest gratitude and heartfelt congratulations to the crews of both ships for their outstanding performance and professionalism during the performance period. Keep up the great work.

United We Sail,
Rear Adm. Dee L. Mewbourne, USN
Commander, Military Sealift Command
Military Sealift Command’s rescue and salvage ship USNS Salvor (T-ARS 52) was awarded the 2018 MSC Maritime Excellence Gold Team Award, April 18, during a ceremony at MSC Far East headquarters in Singapore. The Maritime ‘E’ is presented annually to government-owned and operated ships which demonstrate the highest standards of readiness.

“It’s a great honor to be recognized as the winner of the Military Sealift Command Maritime Excellence Award for Gold Team,” said Capt. Peter Lenardson, USNS Salvor’s master. “Crew members from both past and present have been grateful to have served on this vessel and contributed to Salvor’s success.”

Salvor regularly conducts salvage, diving, towing, offshore firefighting, heavy-lift operations and theater security cooperation missions. It is one of only two rescue and salvage vessels in the MSC inventory and the only ship of its kind in the Far East.

“Salvor has been exceptionally ready to answer the call this last year in terms of both material and personnel readiness,” said Capt. Robert Williams, MSC Far East commodore. “They routinely operate in some of the most challenging environments in the U.S. Seventh Fleet area of responsibility.”

Salvor conducted multiple operations this year, including a mission in Palau and Papa New Guinea in support of the Defense Prisoner of War and Missing in Action Accounting Agency mission. The ship also successfully removed approximately 229,000 gallons of oil from the sunken German World War II vessel Prinz Eugen, located in the Kwajalein Atoll in the Marshall Islands.

“Despite the challenges that arose on each of these missions, the combined crew of Salvor coordinated and overcame each of the unique situations,” said Lenardson. “To many of them, this is more than a job or an assignment. They have a vested interest in the ship and place a tremendous sense of ownership and pride into the work they do—and their contributions have been noticed.”

MSC’s material and personnel readiness, performance, efficiency, and safety standards are measured annually to determine which ships will be awarded the ‘E’ award. The ‘E’ award is awarded to the top ship in the underway replenishment category. The ‘E’ award, with pennant, is one of the top honors presented to combat logistics force ships by MSC.

McLean was nominated for outperforming all other T-AKEs in competitive-year 2018, by demonstrating day-to-day excellence in providing the highest degree of operational readiness, performance, efficiency, and safety standards.

USNS William McLean’s master, Capt. James White said he was very proud to receive the award and the pennant, which is currently being flown high above the ship for all to see. Likewise, White said he is very proud of the ship’s crew. “They always work hard and do a fantastic job, under sometimes very challenging conditions. The fact that they are being recognized for their outstanding efforts is the best part.”

White went on to say that if the ship and crew continue to perform at a high level of excellence, he will not be surprised if they are in the running to receive the ‘E’ award again in 2019.

T-AKE 12 is one of MSC’s 12 Lewis and Clark-class dry cargo and ammunition ships of the United States Navy, named in honor of William McLean, a U.S. Navy physicist, who conceived and developed the heat-seeking sidewinder missile.

The dry cargo, ammunition ship USNS William McLean (T-AKE 12) was recently awarded Military Sealift Command’s (MSC) annual Maritime Excellence Award for the underway replenishment category. McLean is the best part.

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The U.S. Navy hospital ship USNS Comfort (T-AH 20) is scheduled to deploy in June from Naval Station Norfolk to the Caribbean, Central America, and South America to conduct humanitarian medical assistance missions in support of regional partners and in response to the regional impacts of the Venezuela political and economic crisis.

During a five-month humanitarian mission, U.S. military medical personnel will work alongside partners to provide medical assistance to communities based on needs identified by host-nation health ministries, and help relieve pressure on host nation medical systems in countries hosting Venezuelans who have fled the country’s crisis. Countries hosting the USNS Comfort during the mission will be announced at a later time.

“The USNS Comfort represents our enduring promise to our partners in the Western Hemisphere - our shared neighborhood,” said U.S. Navy Adm. Craig Faller, commander of U.S. Southern Command, which will oversee the deployment. “U.S. Southern Command is committed to the region in support of our Caribbean and Latin American partners, as well as displaced Venezuelans who continue to flee the brutal oppression of the former Maduro regime and its interlocking, man-made political, economic and humanitarian crises.”
The commanding general of U.S. Transportation Command hosted an all-hands call on board Naval Station Norfolk, Virginia, during a visit to Military Sealift Command April 11.

During his visit, Gen. Steve Lyons spoke with Sailors, civilians, enlisted personnel, and civilians during an all-hands call, which kicked off with Lyons announcing that Military Sealift Commander Rear Adm. Dee Mewbourne has been selected for promotion to vice admiral and will join Lyons at Scott Air Force Base, Illinois, as the Deputy Commander of U.S. Transportation Command later this year.

"I'll never miss an opportunity to thank you for what you do," Lyons began the all-hand call. "I recognize, very clearly how big and broad the mission set is for Military Sealift Command. What an amazing capable organization.

In many ways I often think of us as the unsung heroes because in order for the fleet and in order for the joint forces, to do anything it takes this ability, but it doesn't get the visibility or acknowledgment sometimes."

Following welcoming remarks and the announcement of Mewbourne's upcoming promotion and new duty assignment, Lyons launched a brief status of force and warfighting framework presentation.

"It's incredible the rate of change in terms of the character of war," Lyons said. "the nature of war never changes. It's our ability to compel an adversary, and if necessary to bring lethal effects on an adversary, to our desired outcomes (that will never change) regardless of the technology available."

The nature of logistics will remain the same throughout time, Lyons explained. The ability to project and sustain military power on a global scale, reach any place, and respond to threats decisively to win.

Lyons credited the United States' relationships with allied countries as a factor in strategic logistical successes and what gives the U.S. an advantage over adversaries.

I always highlight three things, one is our ability to take power to the global scale, the second really is our ability to integrate global and regional and the third is the great partnerships we have with like-minded partners and allies around the globe," Lyons said.

Lyons also spoke on the evolution of sealift at its current state, calling it a "2019 issue, not a 2025 issue," and crafting a program that lasts well into the future.

After his presentation, Lyons took several questions from the audience on topics such as ship communications, personnel issues and the potential future use of artificial intelligence.

Following the brief, Lyons and Mewbourne traveled to Lambert's Point Dock in Norfolk, Virginia where they toured the large, medium speed roll-on/roll-off ship USNS Yano (T-ARK 297).

The tour gave Lyons the opportunity to interact with the ship's mariners, meet with senior civilian MSC leadership, and become familiar with Yano's capabilities and mission.

While on Yano, Lyons and Mewbourne were shown the vehicle and cargo storage areas, engine room and weather deck equipment. The two leaders also ate lunch with the crew in the ship's galley.

France, United Kingdom and U.S. Navies Complete Artemis Trident 19

France’s Marine Nationale, the United Kingdom’s Royal Navy and the U.S. Navy completed the U.S. 5th Fleet’s mine countermeasures exercise Artemis Trident in the Arabian Gulf.

The scenario for the defensive exercise was for coalition forces to provide safe passage for humanitarian relief vessels through a mined area.

"Mines threaten maritime traffic indiscriminately," U.S. Navy Capt. Jeffrey Morganthaier, commodore of Task Force 52 and lead for the exercise, said. "Training together ensures we can collectively protect unfettered operations of naval and support vessels, as well as commercial shipping movements, throughout the maritime domain."

In the fictional scenario, 70 nautical miles of channels and routes were cleared for simulated shipping use multiple, integrated sensors. Geographically dispersed forces practiced choke point clearance and harbor breakout.

The exercise involved over 700 personnel, 10 ships, and five helicopters from the three nations. The ships included the U.S. Navy expeditionary sea base USNS Lewis B. Puller (ESB 3), fleet ocean tug USNS Catalawa (T-ATF 168), Avenger-class mine countermeasures ship USS Sentry (MCM 3), Island-class coastal patrol boats USCGC Maui (WPB 1304) and USCGC Wrangell (WPB 1332); the United Kingdom Royal Navy’s RFA Cardigan Bay (L3009) and mine-hunters HMS Shoreham (M112) and HMS Ledbury (M30); and the French Marine Nationale’s mine-hunters FS L’Aigle (M647) and FS Sagittaire (M650).

As part of the exercise, FS L’Aigle and HMS Ledbury simultaneously rafted with the RFA Cardigan Bay. RFA Cardigan Bay’s support increased the endurance of the mine hunters, demonstrating how a multinational force could conduct sustainment and repairs during extended mine clearance operations.

In another scenario, six of the ships practiced collective self-defense, working together to defend themselves from simulated air and surface threats.

"The exercise has been a highlight in our current deployment, and it exemplifies how we are stronger together, in an area that is so complex," said France’s Marine Nationale Lt. Pierre, mine clearance diving officer aboard FS L’Aigle. "France deploys MCM vessels on a regular basis to the Arabian Gulf, to maintain expertise of the local environment, and I am looking forward to the next exercise."

Command and control was fully integrated throughout the exercise. The Commander UK Mine-Couter Measure Forces and his staff led Combined Task Group 52.2 from aboard the RFA Cardigan Bay, leading the exercise. HMS Ledbury, FS L’Aigle and a U.S. Navy mine hunting unit. The United States Navy led Combined Task Group 52.3, focused on expeditionary mine countermeasures with diving forces from all three nations. The French Battle Staff, embarked on USS Lewis B. Puller, served as Combined Task Group 52.4 and led Puller, USS Sentry, FS Sagittaire and HMS Shoreham.

"There are many similarities between all three MCM communities from the comradeship and professionalism aboard these small ships, to the quest to embrace emerging maritime autonomous technology," Royal Navy Commander Steven White, commander of Combined Task Group 52.2, said. "MCM is a complex and dangerous business that many people do not understand, these exercises allow me along with my fellow task group commanders, and commanding officers of ships and diving units to practice and refine our skills and procedures and so we are ready when called upon to do this for real."

Task Force 50 plans and executes mine warfare operations in support of U.S. 5th Fleet operational objectives.

U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse comprises 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al-Mandeb at the southern tip of Yemen.
Joint Anti-Submarine Exercise Conducted in Andaman Sea
By Petty Officer 1st Class Gregory Johnson, Commander, Logistics Group Western Pacific

Off the coast of Southern California, Military Sealift Command’s fleet replenishment oiler USNS Yukon (T-AO 202) has been providing logistics services to four ships from the USS Boxer Amphibious Ready Group (ARG) as they conducted pre-deployment exercises and qualifications.

Through a series of replenishments-at-sea (RAS), Yukon delivered 306 pallets of food, parts and equipment. The oiler delivered approximately 1,200 gallons of jet fuel and 2,100 gallons of diesel ship fuel.

For over 100 years, the U.S. Navy has been conducting replenishments-at-sea, and for the dedicated and highly professional crew of Yukon and MSC, it’s business as usual, but, for the ships of ARG, it’s the ability to stay on station and to carry on with the mission at hand whether deployment to a war zone, or exercising a capability.

For More Information About
Military Sealift Command
Visit us at www.msc.navy.mil
Military Sealift Command Vessel USNS Brunswick Plays Critical Role During Pacific Partnership 2019

By Lt. Emily Strong, Commander, Logistics Group Western Pacific

Since 2015, expeditionary fast transport ships have proven crucial to the success of Pacific Partnership.

This year’s mission features the expeditionary fast transport ship USNS Brunswick (T-EPF 6) for stops in the Republic of Marshall Islands and Federated States of Micronesia as the platform to transport the Pacific Partnership team, whose goal is to enable regional resilience for effective disaster response.

Civil service mariner (CIVMAR) Cory Holland, second officer aboard Brunswick, was a member of the 2015 Pacific Partnership team, the first iteration to feature an EPF.

“The mission expansion in FSM has shown that our civilian mariners are ready to flex. Due to this crew’s ability to adapt to the ever-changing mission set of the EPF class, Brunswick is able to deliver in ways that other ships cannot,” said Streeper.

“I was on Pacific Partnership 2018, and last year’s mission was much more conventional, based around classroom sessions and training. This year is the first time I’ve seen CIVMARS able to go ashore to help with the mission alongside military personnel and that’s awesome. It’s great to be here for more than just the day-to-day ship operations.”

“The mission is a team,” he continued. “It’s not just military or just CIVMARS – when it’s everyone together, that’s the real deal.”

The Spearhead-class EPF has several unique features that make it an ideal platform for flexible missions. With an overall length of 338 feet, a beam of 93.5 feet, and a draft of 12.5 feet, the ship maneuvers well in close quarters.

Brunswick has been underway in support of Pacific Partnership 2019 since March 4. So far, the ship has transported the Pacific Partnership team to Majuro and Kwajalein in the Republic of the Marshall Islands and almost a dozen islands within Chuuk State in the Federated States of Micronesia.

Brunswick (T-EPF 6) transits the Pacific Ocean during Pacific Partnership 2019. Pacific Partnership, now in its 14th iteration, is the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific. (U.S. Navy photo by Mass Communication Specialist 3rd Class Chanel Turner)

Military Sealift Command expeditionary fast transport ship USNS Brunswick (T-EPF 6) transits the Pacific Ocean during Pacific Partnership 2019. Pacific Partnership, now in its 14th iteration, is the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific. (U.S. Navy photo by Mass Communication Specialist 3rd Class Chanel Turner)

Military Sealift Command wins MenuMasters Healthful Innovation Award

By Amanda McCorquodale, Published Courtesy of Nation’s Restaurant News

Anchored in oceans all over the world, Military Sealift Command vessels of the United States Navy are strategically placed to offer all kinds of logistical support to the U.S. military. These non-combatant, civilian-crewed ships replenish other military ships, conduct specialized missions, pre-position combat cargo at sea around the world, and transport military cargo and supplies used by deployed U.S. forces and coalition partners.

To feed the 5,901 Civil Service Mariners and contractors aboard Military Sealift Command’s 110 active ships, a team of three certified executive chefs and a registered dietician, test and revamped the menu year after year. This year, they overhauled the 35-day cycle menu with 72 recipe changes on 54 of those vessels.

That team was honored this year along with other MenuMasters award winners at a celebration at the Drake Hotel in Chicago on May 18.

“Each ship conducts on-going menu reviews and sends us their consensus,” said Roberta Jio, Military Sealift Command Foodservice Director. “This year the crews expressed a desire for more meatless entrées, sautéed lean protein, seafood such as shrimp and scallops, and more grilled vegetables.” Creating

“We’re committed to making sure that our crews have healthy options at every single meal.”

“As an arm of the military, everything we source has to come from our approved prime vendor network,” Jio said. “If they don’t have some of the ingredients in their catalog, we see if the Defense Logistics Agency can source it for us. If they can’t, then we have to try to produce the recipe using only the ingredients that are in the prime vendor catalog and see if it still has that same flavor and mouth feel, and remains healthy.”

To develop a new recipe, they first test creating it in portions of 25 in their lab while a dietician tracks how calories, carbohydrates and proteins are affected, while adjusting the recipes to reduce the level of sodium and fat. Once they have a recipe tested for taste and nutrition, they make sure it can be converted to 100 portions. Finally, Military Sealift Command sends two chefs and one dietician to each of the 110 ships to train on the new menu items.

“We’re committed to making sure that our crews have healthy options at every single meal and this year’s 72 recipe changes reflect that,” Jio said. The updated menu features healthful proteins such as pork tenderloin, grilled fish, and stir-fried chicken; a full salad and fruit bar; as well as sides of vegetables, whole-wheat pasta, rice, potatoes and quinoa without added fat.

Menu reviews are already underway to provide feedback for next year’s recipes. So far, the surveys are rating the changes as outstanding, Jio said, adding that an improved menu means better quality of life for those on ship so they can focus on carrying out their mission. “Military Sealift Command exists to support the full spectrum of military operations anywhere in the world under any condition, 24/7, 365 days a year. Our mission is timeless and essential.”
Walk-A-Lap for Sexual Assault Survivors
By Shevonne Cleveland, Military Sealift Command Public Affairs

In recognition of Sexual Assault Awareness and Prevention month, Military Sealift Command hosted its Walk-A-Lap for Sexual Assault Survivors at Naval Station Norfolk, April 10.

The annual event was held to raise awareness about sexual assault, and featured guest speaker Jeremiah Arbogast, a retired Marine and a sexual assault and suicide survivor. Arbogast was raped by a fellow Marine while serving on active duty.

In an address to attendees Arbogast detailed his journey as a sexual assault survivor. “What I was searching for, was trying to tell my story and prevent everything that happened to me, from happening to the next person, whether it be a Marine, Sailor or Soldier. I do not want them to have to deal with it to the point where they feel they have to take their own lives, and it causes them death or some kind of physical disability because of it.”

According to the 2019 Department of Defense annual report on sexual assault in the military, there were an estimated 20,500 instances of "unwanted sexual contact" in the 2018 fiscal year, based on a survey of men and women across the Army, Navy, Air Force and Marines, an increase of 38 percent from the previous survey in 2016.

Each year during the month of April, state, territory, tribal and community-based organizations, rape crisis centers, government agencies, businesses, campuses and individuals plan events and activities to highlight sexual violence as a public health, human rights and social justice issue and reinforce the need for prevention efforts.

“We can’t just celebrate sexual assault awareness in the month of April. It has to be done every day of the year. In order for us to be the finest fighting force, we can’t have this behavior running rampant. If you ignore this type of behavior, you become complicit with the person committing these crimes,” Arbogast said.

Navy Cargo Handling Battalion 1 Conducts LOLO Operations, Demonstrates New Capabilities
By Mass Communication Specialist 2nd Class Kelsey L. Adams, CTF 75 Public Affairs

Sailors assigned to Navy Cargo Handling Battalion (NCHB) 1, Detachment Guam, conducted a proof of concept lift on/lift off (LOLO) of a Mark VI patrol boat with Military Sealift Command (MSC) maritime prepositioning force ship USNS 2nd Lt John P. Bobo (T-AK 3008) in Apra Harbor, Guam, April 4.

During the evolution, NCHB 1 Sailors completed the first successful lift of a Mark VI patrol boat by U.S. Navy personnel, which served to demonstrate Commander Task Force (CTF) 75’s organic capability to LOLO a Mark VI patrol to a Military Sealift Command (MSC) vessel.

"The purpose of conducting the LOLO was to demonstrate the capability to lift a Mark VI patrol boat out of the water using shipboard cranes onto a 2nd Lt. John P. Bobo-class vessel while at anchorage,” said Chief Warrant Officer 3 John A. Flick Jr., Commander Task Group 75.2, NCHB 1. “The next step is to identify an MSC vessel, preferably a Large, Medium-Speed Roll on/Roll off (LMSR) platform, that has weatherdeck space available to actually land a Mark VI aboard.”

Being able to perform a LOLO operation such as this will expand the current capabilities of the Navy’s Mark VI patrol boat program.

“This type of LOLO operation will provide U.S. 7th Fleet with the ability to push a Mark VI patrol boat forward to operate in areas outside of the Guam footprint,” said Flick. "In the event that Mark VI patrol boat operations are required outside of the Guam footprint they could be loaded aboard an MSC vessel, pushed forward to the desired location and offloaded where they can patrol a farther area of operation sooner than before.”

The LOLO evolution was a joint effort conducted by NCHB 1, Coastal Riverine Group (CRG) 1, MPSRON 3, and MSC personnel assigned to the Bobo.

“This evolution showed the value of two units being able to come together seamlessly to complete one mission,” said Chief Boatswain’s Mate Jason McNeely, NMCB 1 ship supervisor. “The communication between the two units, one being down in the water on a Mark VI patrol boat and the other on the MSC ship, was the key to the successful completion of the evolution.”

With the success of the proof of concept, the next step is to take the lessons learned from this first endeavor and apply them to the next time to become even more efficient in this process.

NHCBC 1 is a rapidly deployable unit of the Navy Expeditionary Combat Command, who support U.S. 7th Fleet area of operations, and are capable of loading and discharging ships and aircraft in all-climatic and threat conditions.

Since Navy Expeditionary Forces Command Pacific’s (CTF 75) creation in January 2015, expeditionary forces in the Commonwealth of the Northern Mariana Islands (CNMI) region have become completely integrated into the U.S. 7th Fleet combat readiness scheme and have built and maintained multinational partnerships that have been providing regional stability and security for more than seventy years.

As an organization, CTF 75 executes operational command and control of assigned and attached Navy Expeditionary Combat Forces in the U.S. 7th Fleet area of operations and serves as the core Navy battle staff for crisis response and major combat operations. They plan and execute coastal operations.
Logistics Support Plays Key Role During SWATT 2019 Exercise

By Tina C. Sillions, NAVSUP Fleet Logistics Center Yokosuka Director Office of Corporate Communications Public Affairs

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center Yokosuka (FLCY) participated in Surface Warfare Advanced Tactical Training (SWATT) 2019, a complex naval exercise providing dedicated port and at sea training for service ships.

During the exercise, the U.S. Navy conducted a variety of surface combatant evolutions from March 5-23 in the vicinity of the Marianas Islands. It included two in port periods as well as complex live-fire scenarios, such as missile, torpedo and gunnery exercises. Elements from the 31st Marine Expeditionary Unit also participated and conducted land based training in multiple locations.

According to Lt. Cmdr. Andrew Fourscha, director NAVSUP FLCY Site Marianas, the exercise demonstrated the importance of logistics support in austere locations. He said the FLCY team coordinated logistics support for multiple port visits and countless on-loads and offloads of high priority material, mail and depot level repairable parts in the weeks before and after the exercise.

“The logistics requirements associated with supporting an important exercise such as SWATT provides us with an opportunity to refine our processes and identify areas for improvement,” said Fourscha. “Evolutions of this magnitude better prepare the U.S. Navy to support emergent requirements in a dynamic AOR.”

Occurring simultaneously with the U.S. Air Force Cope North exercise, FLCY Site Marianas personnel and partners worked hand in hand during SWATT to overcome shortfalls and challenges and ensure full support for mission and fleet assets involved in the two major exercises.

Naval Base Guam Executive Officer Cmdr. Jason Wilkerson said the island of Guam became a one-stop shop for everything from provisions and parts to mail and hazardous materials.

“Exercises such as SWATT 2019 continue to reinforce the strategic importance of the Philippine Sea and provide opportunities for advanced tactical training of America’s forward deployed naval assets,” Wilkerson said. “We were proud to host the exercise and demonstrate the base’s ability to support an increased operational tempo in times of need.”

There were 19 participants in the exercise, including USS Chancellorsville (CG 62), USS Curtis Wilbur (DDG 54), USS McCelland (DDG 85), USS Milus (DDG 69), USS Green Bay (LPD 20), USS Ashland (LSD 48), USS Oklahoma City (SSN 723), USS Pecos (T-AO 197) and USS Cesar Chavez (T-AKE-14). During one of the in port periods, USNS Cesar Chavez, a dry cargo and ammunition ship, was able to demonstrate the ability of T-AKES to support logistics resupply of ammunition, food, repair parts, stores and small quantities of fuel in difficult and resource constrained locations, such as the Philippine Sea, an area covering over two million square miles and scattered with island arcs.

The amphibious transport dock ship USS Green Bay (LPD 20) and the amphibious dock landing ship USS Ashland (LSD 48) conduct a replenishment-at-sea with the Navy’s Joint-class fleet replenishment oiler USNS Pecos (T-AO 197). (U.S. Navy photo by Mass Communication Specialist 3rd Class Anaid Banuelos Rodriguez)