

Memorandum

Subj: COMMANDER'S POLICY ON LIBERTY BEHAVIOR

Ref: (a) Civilian Marine Personnel Instruction (CMPI) 630
(b) MOU between MSC and maritime unions of Jan 1998

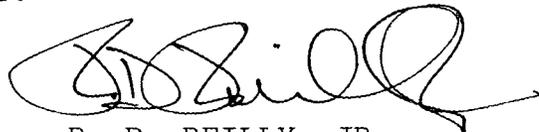
1. The professionalism of the civilian and military personnel who sail on fleet support, strategic sealift, special mission, and prepositioned ships on behalf of Military Sealift Command (MSC) is the reason the military services increasingly rely on us.
2. However, we must remember that not only our customers, but also the citizens of overseas nations where our ships call, will judge MSC, the Navy, and the United States of America on the behavior that we exhibit while on liberty. Those of us whose jobs take us overseas are unofficial ambassadors for our country. The US engages foreign countries through not only the Department of State, but also the Department of Defense. Foreign port visits are often a means of strategic engagement with countries important to US national interests.
3. A single liberty incident involving any United States citizen, from a civil service mariner, a private sector mariner whose employer is under contract to MSC, to an active duty service member, a member of the sponsor's detachment, or a force protection team member, can not only tarnish the reputation of MSC, the Navy, and the US, but also jeopardize longstanding defense cooperation arrangements with foreign governments. The diplomatic fallout from liberty incidents may affect our ability to provide logistical support through access to foreign ports, foreign government willingness to enter into Status of Forces Agreements, and the strategic basing of military assets. Most liberty incidents in foreign ports are alcohol related whether on or off the beaten path. These incidents put the individual at risk for civil actions and MSC at risk of harming US national interests. As many liberty incidents involve alcohol, I encourage each of our military and civilian members aboard ship to reassess both

their attitudes toward alcoholic beverages and the likely effects of those attitudes on liberty behavior.

4. The senior US military official overseas may authorize, limit, or restrict liberty based on force protection issues and security assessments. In places such as Okinawa, the military officials may place limits on military service members and seek voluntary civilian compliance as well. I encourage civil service and private sector mariners to follow liberty recommendations or regulations for a particular port, as applicable, including use of the buddy system and compliance with any physical security precautions.

5. Reference (a) authorizes Masters of civil service manned ships to deny liberty to any crew member, without premium pay when, during that visit or a previous visit to the same port on the same voyage, the crew member engaged in conduct ashore of a nature which reflected adversely on MSC or the Navy.

6. It is extremely important that all hands conduct themselves properly and in a professional manner, exercising common sense and good judgment. Personal conduct of a nature that discredits the naval service, MSC, or the US is not acceptable.

A handwritten signature in black ink, appearing to read 'R. D. Reilly, Jr.', with a stylized, cursive script.

R. D. REILLY, JR.
Commander