

August 2007

S.E.A.L.I.F.T

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

U.S. Ambassador to Finland explores Henson



Henson finds fans in Finland



MSC civil service mariners — A state of the union

I have discussed MSC's vital mission inside and outside of the military many times, and when I do, I refer to our civil service mariners as MSC's "strategic center of gravity" — a strength vital to success. I also remember my time in Damage Control Assistant School, when I learned the effect of a ship's load and center of gravity in keeping a ship balanced and able to perform its mission.

We employ upwards of 4,950 CIVMARs, which is the largest single group of MSC employees. Our commercial mariners come in second at 2,121. We are definitely a sea-going command, and the largest single employer of U.S. merchant mariners.

Given that, I want to address the "state of the union" for CIVMARs — what we're doing to attract, hire, support and retain our stalwart mariners who go down to the sea for MSC.

We anticipate needing approximately 800 new CIVMARs in 2008. Part of that will be to fill positions left vacant by attrition: retirement, resignation, removal, transfer, etc. But our attrition rates have been at or slightly under 10 percent for the past three years. Our CIVMAR force remains stable with low turnover. For the career-minded mariner, that's a good sign. For MSC it's a good deal, because we like to keep our experienced mariners.

When we stood up Military Sealift Fleet Support Command almost two years ago, one of the metrics that we developed tracked our "fit and fill" for CIVMAR personnel readiness. Our manpower people track these two critical areas, which are very closely related.

The "fit" means that people are assigned to the right billets with the right training and qualifications. We've got a good fix on 30 ships out of the more than 40 for which MSFSC is responsible. So far, the "fit" for each of those ships is above 90 percent. We expect to find the same results on the remaining ships, but the goal is to achieve 100 percent "fit."

If any ship falls below 90 percent, they are designated as a "hot ship" and immediate corrective action is taken.

"Fill" is the number of mariners aboard. The goal is to maintain as close to 100 percent as possible. If any ship falls below 95 percent, it, too, falls into the "hot ship" category and is the focus of immediate corrective action.

In the past year, only a handful of ships have fallen into the hot ship category, each as the result of medical or disciplinary losses.

Speaking of disciplinary losses, I was just looking at the statistics on CIVMAR removals over the past couple of years. We've been averaging about 110 per year, and a very small percentage of those are drug related. It shouldn't come as a surprise to anyone that MSC doesn't tolerate drug use or abuse. Period.

We've been experiencing an equal number of alcohol-related offenses in the past couple of years. Alcohol-related incidents result in disciplinary/adverse actions. Mixing alcohol and sea duty is never a good idea. Even alcohol use ashore can be dicey. Be careful. Use good judgment. Be safe.

And safety includes being fit. In talking with our medical folks, I find that we're experiencing more than 350 repatriations every year for medical reasons. We're running a study on it now to see

if we can find out more specifically what's going on, but the primary reason seems to be musculoskeletal issues. All the more reason to practice good safety habits (use correct lifting techniques, wear a back brace when appropriate, be careful moving about the ship, etc.) and take good care of yourself, both in the diet and fitness department.

I've also been looking at our promotion statistics for CIVMARs. In fiscal year 2006, we promoted almost 700 mariners. This year, we were up to almost 550 by the end of June with three months to go in the fiscal year. That's in line to finish above 700 again, which is almost 15 percent of the total CIVMAR force earning a promotion in any given year. As you can see, our people strive for achievement, and that's good!

Our budgeted end strength for CIVMARs will continue to rise to more than 5,300 by 2010. After taking care of attrition, the remainder (and larger part) of the new hires will be for new ships that will be coming into our fleet.

The biggest addition will be the new Lewis and Clark-class dry cargo/ammunition ships. We have three and will eventually get up to 11.

We're also taking over operation of the Navy's Safeguard-class rescue/salvage ships. We've already got three, with the last one arriving later this year.

Both of the Navy's submarine tenders (USS Emory S. Land and USS Frank Cable) will also transfer to MSC and be operated by hybrid crews of CIVMARs and Sailors commanded by a Navy captain.

So, we know that we're going to need more CIVMARs, but what are we doing to keep the ones we already have? To begin, let's talk about a quality of life issue — on-time relief.

Nearly a year ago, in October 2006, we were running with about 60 CIVMARs overdue for relief. Nineteen of those were more than 15 days overdue. Over the past 10 months we've been working hard to lower those figures, and it's working. As of May 2007, there were only 34 CIVMARs whose reliefs were overdue. Of those, only 11 were more than 15 days overdue (these figures don't include leave granted and managed at the ship-board level). Overall, we've gotten better with on-time relief, and the trend is in the right direction. But I won't be happy until the figures are even lower.

Now for some challenges, as there are still issues we need to work. The disparity in wage scales for unlicensed CIVMARs on the East Coast and the West Coast is one of those issues.

The differences in the two wage scales arose due to different unions and pay scales prevailing in the private sector on the two coasts. Our mariners' wages are set by the Department of Defense Wage Setting Authority. We have long made it known that we would like a single pay scale for all unlicensed personnel. However, DOD continues to collect data and run trend analyses, comparing CIVMAR rates with the prevailing rates in the private sector on both coasts. So far, they haven't reached a decision on establishing a single rate. We continue to gather private sector wage survey data yearly and submit it to DOD. We hope DOD will eventually approve a standard wage for all mariners.

Another issue is Internet access for CIVMARs. Back in the April edition of Sealift, I talked about why we had to pull the Internet-access plug on one of our ships. That problem has not gone away. In fact, according to a recent Navy message, it's getting worse.

As of May 31, our ships were non-compliant, with more than 100 individual information assurance vulnerability alerts. As a result, MSC ships presented an unacceptable risk to the Navy.

That's why MSFSC's information technology people are refining testing and distribution processes, evaluating patch distribution, converting Windows NT networks to Windows 2003 and deploying Windows server upgrades. MSFSC is measuring our ships' security postures, defining the rules for limiting a ship's Web access while maintaining an acceptable security posture, engineering remote administration solutions, working on satellite protocol upgrades and investigating webmail alternatives.

We all move behind Navy-managed firewalls at the end of August. Access to commercially based webmail service will not be allowed, in accordance with DOD Information Security Guidelines. All other Navy ships are also denied access to webmail at this time, and there are no plans to restore access due to the ever-growing security threat posed by deliberate and malicious activity on the World Wide Web.

Current MSC policy provides CIVMARs access to a ".mil" e-mail account, and this service will continue to be provided to all hands, so you won't necessarily need those webmail accounts to communicate with family and friends. CIVMARs who do not have their ".mil" accounts need to get them before the end of the month.

I know that sounds potentially grim, but unfortunately the cyber threat is real. However, the rest of the Navy has been in compliance with these cyber-security requirements, and they are coping. So can we. I'm committed to providing the same level of access to our CIVMARs that military members afloat have throughout the Navy, but security has to come first. We've even checked with commercial companies to see what type of e-mail service and Internet access is available to their ships' crews. The answer? Little to none.

Another challenge is settling into new facilities in the Tidewater area around Norfolk for the "pool," those mariners awaiting assignment, training, etc. I know that they recently moved to a new facility and are settling in nicely. In the meantime, we continue to look at other ways for CIVMARs to deal with administrative issues from other locations, and in arranging for more assignments at home. Nothing's decided yet, but we are exploring possibilities.

We would definitely like to make major improvements in the evaluation process. That has prompted a review of the process with the intent to make it more user friendly, more automated and better able to support the assignment process and employee recognition.

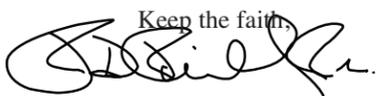
Our CIVMARs are the backbone of our operations — our strategic center of gravity. Their expertise and capabilities are what drive our success as the DOD's ocean transporters. And that's why we'll need still more CIVMARs in the next couple of years as the MSC fleet grows.

The question is: Where will we find those new CIVMARs?

As many of you know, our recruiting Web site can be found at, www.sealiftcommand.com, and we have established an MSC recruiting presence at trade shows, job fairs and other venues. We currently use these traditional recruiting efforts to focus on specific target markets such as commercial mariners, departing military members and maritime program schools, academies and colleges. We're going to continue those efforts, strengthening our relationships with the maritime training schools and expanding our visibility at the maritime academies.

We'll also be reaching out to some nontraditional areas, aiming toward events and outreach activities that will produce the greatest number of candidates who are immediately employable, already having U.S. Coast Guard papers and sea time. We'll use strong advertising in media that have proven results in reaching current mariners. And we'll reach out to parts of the Midwest and Great Lakes areas, increasing communications with vocational school programs there, as well as the rest of the country.

If you've got an idea on how to help us seek out and hire the highly qualified mariners we need, please pass your suggestions to the MSC CIVMAR support center at (877) JOBS-MSC or www.civmar@marinersupport.com. Have any thoughts or suggestions on any of the issues or initiatives discussed in this article? Send them in! We need to protect and improve our strategic center of gravity — our CIVMARs. They deliver. So should we.

Keep the faith.


Robert D. Reilly Jr.
Rear Admiral, U.S. Navy
Commander, Military Sealift Command

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COMSC Director, Public Affairs: Rear Adm. Robert D. Reilly Jr., USN
Editor: Timothy Boulay
Editor: Rosemary Heiss
Writers: Edward Baxter, Singapore
Bill Cook, Norfolk, Va.
Susan Melow, Norfolk, Va.
Laura Seal, Washington
Gillian Brigham, Naples
Dale Allen, Washington
Art Director: Susan Thomas, Washington
Graphics: Susan Thomas, Washington

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Kanawha rescues 16 foreign mariners

By Gillian Brigham
SEALOGEUR Public Affairs

Military Sealift Command fleet replenishment oiler USNS Kanawha helped rescue 16 crew members from a disabled North Korean-flagged merchant ship in the Arabian Sea June 25.

The civil service mariner-crewed Kanawha and French warship Dupleix responded to a distress call from MV Jai Laxmai at 6:26 p.m. local time. The ship, which was in danger of sinking, had a disabled diesel engine and was anchored by a weak mooring line in unstable sea conditions, with 10-foot waves and 27-knot winds. Jai Laxmai also reported that there was no food or water aboard and that the ship was unable to deploy its lifeboats to evacuate the crew.

The U.S. 5th Fleet's multinational Combined Task Force 150, responsible for maritime security in the region, and CTF 53, responsible for 5th Fleet's logistics operations, directed



Fleet replenishment oiler USNS Kanawha aided a French warship in rescuing 16 mariners from a North Korean-flagged merchant ship that was in danger of sinking after its diesel engine became disabled.

Dupleix and Kanawha to sail to the distressed ship and rescue its 16-person crew, consisting of 13 Indians, two Burmese and one Sri Lankan.

"We were steaming toward the Suez Canal when the rescue tasking was received," said Kanawha's civil service master Capt. David Gommo. "We were requested to provide assistance to Dupleix, and we steamed 35 miles at top speed to reach the scene."

Kanawha and Dupleix launched their rigid-hull, inflatable boats, or

RHIBs, at approximately 9:35 p.m., three quarters of a mile from where the Jai Laxmai was helplessly floating in the turbulent sea.

"This was extreme boating in heavy seas," said Kanawha's chief mate Will McDermott, who manned the RHIB along with cargo engineer Kenny Allen, ordinary seaman Duran Carrillo and a U.S. Navy security detachment Sailor. Kanawha made two trips to Jai Laxmai, evacuating six mariners at a time to Dupleix. Dupleix's RHIB re-

trieved the other four. "It was a courageous effort to launch our RHIB and safely recover crew members from Laxmai."

"Once on board Dupleix, all 16 rescued crew members were found to be in good health and were subsequently transferred ashore in Salalah, Oman," said Gommo.

"The quick and brave actions of Kanawha's crew represent the finest traditions of mariners helping other mariners in need," said U.S. Navy Capt. Glen Sears, commander of Sealift Logistics Command Central and CTF 53. "This was also a great example of team work with our maritime coalition partners in the French navy aboard the French ship Dupleix. It goes to show the flexibility and readiness of our MSC ships."

Kanawha supported U.S. Navy and coalition ships operating in the Middle East from March 20 through July. The ship, with 90 civil service mariners and a military department of six, is redeployed to the United States.

SEALOGPAC changes leadership

By Rosemary Heiss
MSC Public Affairs

Navy Capt. David L. Kiehl took the helm of Sealift Logistics Command Pacific from outgoing commander, Navy Capt. Hart Sebring, with the San Diego skyline as the backdrop on the deck of Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser, July 6.

Kaiser, pierside at Naval Base Coronado for the ceremony, was a fitting symbol for the change of command.

The ship represented the important operational work done by SEALOGPAC, according to Rear Adm. Robert D. Reilly Jr., commander of Military Sealift Command and keynote speaker during the ceremony.

The admiral also recognized Kaiser's crew, led by civil service master Capt. Nate Smith, for the great work preparing the ship for the event.

Kaiser, along with more than 15 other MSC ships, is responsible for providing at-sea service to the

fleet and delivering supplies in 50 million square miles of the eastern Pacific Ocean.

SEALOGPAC, at Naval Base Point Loma in San Diego, is also responsible for Military Sealift Command Office Pearl Harbor and six U.S. Navy Reserve units and has representatives in San Francisco and Seattle.

During Sebring's final remarks to SEALOGPAC following two years as commander, he expressed his appreciation for the opportunity to lead a great team doing a critical mission for national defense.

"Thank you for your diligent service," he said to the men and women of SEALOGPAC, recognizing

many of them by name. "We were challenged to continue superior sealift logistics during significant organizational changes, and you surpassed expectations. I am proud of the work we've accomplished together, and I know that Capt. Kiehl will be as impressed with you as I have been."

Sebring leaves MSC to assume command of the Naval Academy preparatory school in Newport, R.I.

Reilly thanked Sebring for his leadership, which saw the command undergo a major reorganization as part of MSC's global transformation in recent years.

Kiehl, the incoming commander, last served as special assistant to NATO's deputy chief of staff for transformation at Headquarters, Supreme Allied Commander Transformation in Norfolk, Va. As a naval aviator with more than 4,000 flying hours, Kiehl has taken on jet fuel provided by MSC ships and operated aboard warships resupplied by the command's fleet.

Per family tradition, Kiehl's son Geoff joined his father on the podium, affixing the command-ashore pin to his uniform. Kiehl's father started the tradition in 2002 by pinning his son's first pin for an at-sea command.

"I'm excited to take the helm of a command that has a global footprint and a vital DOD mission," Kiehl said.

"I'm excited to take the helm of a command that has a global footprint and a vital DOD mission," Kiehl said.



Above: Pierside at Naval Base Coronado, in San Diego, Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser is dressed out for the Sealift Logistics Command Pacific change of command, where Navy Capt. David L. Kiehl assumed command from Navy Capt. Hart Sebring.

Left: Navy Capt. David L. Kiehl is saluted as the new SEALOGPAC commander during the change of command ceremony July 6.

Oceanographic survey

By Gillian Brigham
SEALOGEUR Public Affairs

As oceanographic survey ship USNS Henson wound its way through the archipelago off Finland's southwest coast at the end of May, the ship was making history. Skirting past the rocky shores of thickly forested islands, Henson sailed into the Port

of Turku. It was believed to be the first time that a U.S. Navy ship has ever graced the city's shoreline.

Henson was in Finland to support the Navy's commitment to U.S. partners in the Baltic Sea and to demonstrate Henson's capabilities to the Finnish navy and maritime administration.

"This is the first time we've ever had a Navy ship here that I know of," said Mikko Pukkinen, lord mayor of Turku, as he toured Henson. "And we are so glad you've come."

While Henson may have been the first U.S. Navy ship to call upon Turku, Finland's fifth largest city and former medieval capital, the ship was also the first from the U.S. Navy to visit Finland in two years, following cruiser USS Anzio's trip to Helsinki in 2005.

Henson is one of seven oceanographic survey ships owned by Military Sealift Command. The ship is operated on behalf of the Naval Oceanographic Office, or NAVO-

CEANO, which has about 1,000 civilian, military and contract personnel responsible for collecting oceanographic data in support of the Department of Defense.

The oceanographic survey ships are deployed year round, collecting environmental data in either coastal or deep-sea waters. The information gathered is used to develop accurate maritime charts and models of the ocean.

In short, Henson helps the U.S. Navy learn more about the planet's last, great frontier – its oceans.

Aboard Henson is a crew of 24 mariners led by civilian Capt. Andy Petruska and 10 NAVOCEANO civilian surveyors led by Martin Ammond. Over the course of four days in May, these mariners and scientists hosted hundreds of guests ranging from Finnish high school students to the director of Finland's Naval Research Institute and the U.S. Ambassador to Finland, Marilyn Ware.

Henson's radio officer Laura Petruska, who also happens to be married to the ship's master, used her experience as a former schoolteacher to engage the students touring Henson.

"I love having the kids on," said Petruska, "and I love having the opportunity to represent my ship and my country."

On the bridge, Petruska passed around night vision goggles and had the students try on the bulky, red,



Gillian Brigham, photos



Ship visits Finland



rubber, life-saving suits that are for the crew should they ever need to abandon ship.

Down in the ship's laboratory, Ammond and his surveyors demonstrated the high-tech computer systems and equipment the ship uses to scan the ocean floor and collect other characterizing data that helps scientists and sailors better understand the environment in which they're working.

May 31 saw Henson in action as the ship got underway for a collaborative equipment demonstration with Finnish survey ship Geomari off the country's southern-most coastline.

During the exercise, Henson surveyed a synthetic war zone for mine-like objects pre-staged by the Finnish Navy. Not only did the surveyors use Henson's on-board capabilities to survey this

area, they also deployed two autonomous underwater vehicles, known as REMUS 100s, to demonstrate the vehicles' bottom-scanning capabilities.

Lightweight and cylindrical, REMUS 100s are designed to operate in coastal environments to assist with hydrographic surveys, mine countermeasure scans, environmental monitoring and other operations.

The vehicles weigh about 80 pounds, are five feet long and are deployed by the NAVOCEANO surveyors from Henson's rigid-hull, inflatable boats.

"We recently purchased a couple of these underwater vehicles but don't have them yet," said director of the Finnish Naval Research Institute Capt. Pekka Kannari, who was embarked aboard Henson for the survey demonstration with about 20 other Finnish naval officers and maritime officials. "It's helpful to see how the U.S. Navy uses them. Henson, in general, is just a really impressive ship."

Ambassador Ware also boarded Henson for the demonstration and was hosted by Sealift Logistics Command Europe Commander Capt. Nick Holman and Capt. Petruska.

"On behalf of the American Embassy Helsinki, I would like to extend my thanks and appreciation," said Ambassador Ware following her visit. "Our Finnish visitors were clearly impressed with the ship and the crew's friendliness and professionalism. To Capt. Petruska and the entire Henson crew, Bravo Zulu for a job well done."

Master in love with ship... and radio officer

By Gillian Brigham
SEALOGEUR Public Affairs

If you're lucky, love at first sight will strike once in your lifetime. For Capt. Andrew Petruska, civilian master of oceanographic survey ship USNS Henson, the phenomenon has already happened twice.

The first time: When Capt. Petruska and his now-wife Laura met on a Florida boat dock in 1999.

The second time: When he saw an oceanographic survey ship a couple years later in port on the island of Curacao in the Caribbean Sea.

The stories are intertwined and begin shortly after Capt. Petruska retired from the Navy as a captain.

Known as life-long sailing enthusiasts – Capt. Petruska from his time in the Navy and Laura from growing up sailing with her family in Long Island, N.Y. – the two were set up by friends and fell in love at the dock, preparing to sail Capt. Petruska's yacht down to Curacao.

It was on this Caribbean sailing adventure that the couple first encountered Henson.

"We'd docked in Curacao and were touring the island, driving around in a rental car," said Laura, recalling the moment her husband first set eyes on an oceanographic ship. "We went over a bridge, and all of the sudden we saw this big, white ship. It was the Henson, I think. Andy just looked at it and said, 'Oh what a beautiful ship. I'd love to sail on it.'"

"We went down to the ship and met the captain. Andy called the operating company, and a few days later he had the job. He started sailing aboard survey ships less than six months later.

Then, on May 13, 2000, the captain and Laura got married.

The newly wedded Laura, who was a teacher until 2002, decided to join her husband, making her living and her home on the world's oceans. She went back to school, this time as a student, and got her radio officer's license from Texas Maritime Academy.

The couple sailed separately for three years aboard different oceanographic ships in MSC's fleet, hoping one day to be assigned to the same ship.

"It was hard," said Laura. "The worst was one time when his ship was sailing into port, and mine was sailing out. We missed seeing each other by minutes."

However, they persevered, and in 2005, the captain and his wife finally got their wish.

Two years later, they are still sailing aboard the only class of ships they have ever sailed on together and ever want to sail on as merchant mariners.

That's love, indeed.

Far Left: Oceanographic survey ship USNS Henson's radio officer, Laura Petruska, helps a Finnish student put on a suit like one that would be worn by a ship's crew member if he had to abandon ship in an emergency.

Left: Surveyors from Henson use a rigid-hull, inflatable boat to deploy an autonomous underwater vehicle used by Naval Oceanographic Office. The vehicle assists with hydrographic surveys, mine countermeasure scans, environmental monitoring and other operations.

Above: U.S. Ambassador to Finland, Marilyn Ware, is briefed about Henson's capabilities by the ship's civilian master, Capt. Andrew Petruska.

HQ • HIGHLIGHTS

Chris Thayer, Military Sealift Command's director of Strategic Sealift and Prepositioning, and **Jennie Kopelson**, congressional liaison in the Strategic Planning directorate, presented a Military Sealift Command overview briefing to junior congressional staff members during a pizza lunch June 22. The well-attended briefing was hosted by the Navy Office of Legislative Affairs as part of its effort to educate junior staffers about the Navy.

The crew of Maritime Prepositioning Ship USNS Fred W. Stockham received an environmental achievement letter and \$1,000 award for 365 days of

operation without a pollution incident.

The following MSC Navy Reservists were selected for promotion: **Cmdr. Ithan Zimmer** was selected for captain; **Lt. Cmdrs. Matt Reardon, Jim Shelton, Cara Negrete, Calvin Foster** and **Janette Jose** were selected for commander; and **Operations Specialist 1st Class Mark Cruse** and **Storekeeper 1st Class Charles Fields** were selected for chief petty officer.

MSC welcomes Navy **Capt. Dennis O'Meara**, Operations; Marine **Lt. Col. Sean Kerr**, Plans; Navy **Storekeeper Chief Robert Macadoo**, Plans; and Navy **Yeoman 1st Class**



Military Sealift Command Force Master Chief Kenneth Green has settled in at headquarters and has begun his official duties, which include advising Rear Admiral Robert D. Reilly Jr., MSC commander, and senior leadership on issues affecting the enlisted force.

Dru Maclin, flag writer.

Contracts and Business Management

welcomes **Leah Herce-Andino, Tiffany Corcoran, Marilyn May, Jessica Chu, Kevin Nunes** and **Paul Kang**. Comptroller welcomes **Ramon Memita** and **Charlene Tutt**. **Robert Scofield** joins Engineering.

Marine **Lt. Col. David Eskelund**, plans, and Navy **Yeoman 1st Class Kevin Sines**, administrative department, departed MSC.

MSC also bids farewell to **James Featherer**, Prepositioning Program; **Pearley Jarmon**, Comptroller; **Doris Perry**, Comptroller; **Perry Picoriello**, Maritime Forces and Manpower Management; **Carolyn Merritt**, Comptroller; **Lisa Turlington**, Contracts and Business Management; and **Vernell Walker**, Administrative Department.

COMPASS • HEADING

Dry cargo/ammunition ship USNS Lewis and Clark recently supported on-board, at-sea filming by the Naval Media Center for an upcoming All Hands Television program. The format for the new program will provide an overview of MSC and this new class of ships during a seven-minute news feature. Civil service master **Capt. Randall Rockwood** and the Lewis and Clark personnel supported the filming endeavor, which will help introduce the dry cargo/ammunition ships to the Navy fleet.

The ship also recently hosted descendants of Meriwether Lewis and William Clark, the ship's namesakes. The visit provided the Lewis and Clark families with their first on-board, post-construction glimpse of the vessel.

Two military members of Military Sealift Fleet Support Command's staff – Navy **Lt. Felipe Garcia**, flag secretary, and Navy **Lt. Jason Horning**, operations department – departed the organization. Fair winds and following seas were conveyed to them both during a joint

farewell luncheon held in Norfolk in June.

MSFSC continues to prepare those members of the shoreside staff migrating to the National Security Personnel System as the organization moves towards the implementation date in October. Approximately 90 percent of those eligible for migration have received all required training. Between now and September, NSPS-eligible employees will be writing their performance standards in preparation for the implementation of this pay-for-performance personnel system.

In June, MSFSC bid farewell and thanks to the following civil service mariners as they entered onto the retirement rolls: **William Gibson**, chief engineer; **Leandro Aquipel**, chief cook; **Willie Benjamin**, boatswain's mate; **Maximino Dayanghirang**, purser; **Michael French**, utilityman; **Kimberly Laramore**, yeoman/storekeeper; **Machinist Dennis Martin**, deck engine; and **Nestor Parreno**, boatswain's mate.

CENTRAL • CURRENTS

Military Sealift Command fleet replenishment oilers USNS Kanawha and USNS Walter S. Diehl departed the U.S. 5th Fleet area of operations following successful deployments in support of Operation Iraqi Freedom, Operation Enduring Freedom, the global war on terrorism and maritime security operations.

Kanawha provided outstanding support to carrier strike groups USS Stennis and USS Nimitz, as well as expeditionary strike group USS Bonhomme Richard.

Kanawha safely and efficiently conducted 85 underway replenishments, transferred more than 11.3 million gallons of fuel and delivered more than 856 tons of cargo.

Kanawha's flexibility was paramount in the many short-fused scheduling changes in support of critical anti-piracy missions off the coast of Somalia. In supporting the mission, Kanawha moved 82 passengers and transferred more than 1,557 pallets of

mission-essential cargo, food and supplies.

Diehl provided stellar support to carrier strike groups USS Eisenhower and USS Stennis, expeditionary strike groups USS Boxer and USS Bataan, as well as coalition naval forces.

Diehl conducted 85 underway replenishments, 12 in-port replenishments, transferred more than 12 million gallons of fuel and delivered more than 856 tons of cargo.

Additionally, Diehl transferred 82 passengers and 1,557 pallets of mission-essential cargo to units operating in support of 5th Fleet operations.

Commander Task Force 53 welcomes fleet replenishment oiler USNS Leroy Grumman to 5th Fleet. The entire team looks forward to working with the crew of the Grumman.

Their performance in the high-tempo Central Command operational environment will be instrumental to the success of coalition and maritime logistics operations.

TIGHT SQUEEZE



Mass Communication Specialist 2nd Class Joshua Karsten

Civil service Capt. Ed Nanartowich, master of Military Sealift Command hospital ship USNS Comfort, communicates with the ship's crew while transiting the Panama Canal July 10. Panama Canal Authority regulations allow ships up to 106 feet in width to use the canal's locks; Comfort is 105 feet 9 inches wide.

"The major concern that I had was getting the ship aligned to enter the canal early on," said Nanartowich. "Early alignment and speed was the key to a safe passage. You have to be going one knot when you enter the canal, and going that speed, we lose steering capability. That's something we had to compensate for by aligning the ship early so that steering wasn't an issue."

Comfort's 50-mile journey through the canal took approximately 10 hours. By the end of July, Comfort had visited Belize, Guatemala, Panama, Nicaragua and El Salvador. By the end of the ship's four-month deployment to Latin America and the Caribbean, it will also have visited Colombia, Ecuador, Guyana, Haiti, Peru, Suriname, and Trinidad and Tobago.

EUROPE • NEWS

Sealift Logistics Command Europe said farewell to MSC fleet replenishment oiler USNS Patuxent, its master **Capt. Mike Flanagan** and its crew in July as the ship wrapped up its four-month deployment to the U.S. 6th Fleet area of operations.

During their time in theater, Patuxent and its crew participated in three multinational military exercises hosting maritime interdiction operation boarding teams and enabling the teams to exercise their visit, board, search and seizure techniques as well as to provide logistics support and nearly 3 million gallons of fuel to 13 nations, including the United States, Great Britain, Spain, Portugal, Greece, Turkey, Germany, Russia, Denmark, Canada, Morocco, Algeria and The Netherlands.

Patuxent and Maritime Prepositioning Ship USNS LCPL Roy M. Wheat, from MPS Squadron One, participated in the June 4 to 15 multinational military exercise Baltic Operations 2007. BALTOPS, the region's largest military exercise, is held annually in the Baltic Sea. This year, 25 ships, two submarines and aircraft from 11 nations participated in the two-week event.

During the exercise, training focused on improving communication and interoperability during maritime military operations, maritime interdiction operations, and search and rescue missions.

"Playing a part in BALTOPS '07 provides a unique opportunity for NATO combatants to develop familiarity with our merchant marine capabilities," said MPS Squadron One Commander Navy **Capt. Clayton Saunders**.

Following its work in BALTOPS, USNS Wheat made a port visit to Estonia, arriving in the capital city of Tallinn June 15, nearly one year after the ship first visited the country.

While in Tallinn, Wheat's civilian master **Capt. Peter Grealy** and Saunders welcomed U.S. Ambassador to Estonia Stanley Davis Phillips and Estonian Chief of Defense Army Col. N. Vali aboard the ship for a tour June 19.

SEALOGEUR says goodbye to Chief Staff Officer Navy **Cmdr. Bill Snyder** as he and his family depart Naples for his next assignment pursuing a graduate degree at the Naval War College in Newport, R.I. SEALOGEUR also bids a fond farewell to Navy **Yeoman 2nd Class Aaron Smith**. Smith leaves the command to be a watch stander in the U.S.-controlled demilitarized zone between North and South Korea.

The command's operations department welcomes aboard Navy **Lt. Craig Ruhs**, who reports to SEALOGEUR from guided missile destroyer USS O'Kane based in Pearl Harbor, Hawaii.

FAR • EAST • HAILS

Master Chief Joe R. Campa Jr., master chief petty officer of the Navy, visited several U.S. Navy commands in Singapore June 9 to 12.

During his visit, Sealift Logistics Command Far East Commander Navy **Capt. Susan Dunlap**, met with the MCPON. Operations Officer Navy **Cmdr. Curtis Lenderman** and Navy **Lt. Cmdr. Quentin Burns**, commanding officer, Ship Support Unit Singapore, briefed the master chief on Military Sealift Command operations in the 7th Fleet operating area.

Navy **Cmdr. Ron Oswald**, commanding officer, Military Sealift Command Office Korea, participated in a ceremony marking the 57th anniversary of the outbreak of the Korean conflict. The ceremony was held at the United Nations Memorial Cemetery in Busan, Republic of Korea, June 25.

More than 2,000 guests from the Korean and U.S. military communities attended the annual ceremony, honoring those who gave their lives in defense of the Republic of Korea.

Navy **Capt. Ulysses O. Zalamea**, commander, Maritime Prepositioning Ship Squadron Three, paid a courtesy call to Commonwealth of Northern

Marianas Islands Gov. Benigno Fitial June 28.

Maritime Prepositioning Ships MV Cpl Louis J. Hauge and USNS 1st Lt Jack Lummus hosted more than 30 youths from the Saipan-based 'Power Camp' — a local organization that introduces young people to a variety of jobs — near Saipan June 27. The group toured the ships and discussed U.S. Navy and civilian careers at sea.

Zalamea spoke at the 109th Anniversary of Philippine Independence annual ball on Guam June 15. Hosted by the Filipino community of Guam, other speakers included Guam's governor Felix Camacho and a number of local island officials.

Rear Admiral James P. Wisecup, commander, U.S. Naval Forces, Korea, visited MSCO Korea June 7 in Busan. The admiral met with the staff and toured the office and pier facilities.

Navy **Lt. Cmdr. Rhonda Taylor** relieved Navy **Lt. Cmdr. Col Burgos** as chief staff officer of Maritime Prepositioning Ship Squadron Two. Navy **Storekeeper 1st Class Christopher Baxter** reported to MPS Squadron Three. Navy **Quartermaster 2nd Class Bryann Colding** reported to SEALOGFE.

ATLANTIC • LINES

Sealift Logistics Command Atlantic Reserve units announce the selection for promotion to chief petty officer of three deserving U.S. Navy Reserve Sailors: **Information Systems Technician 1st Class Donald Dunbar** from SEALOGLANT headquarters Unit 106 in Norfolk, Va.; **Mineman 1st Class James Fortune** from Cargo Afloat Rig Team II Detachment B in Youngstown, Ohio; and **Mineman 1st Class Richard Congdon** from CART I Detachment C in Worcester, Mass.

Military Sealift Command-chartered heavy-lift ship MV Virginian left Military Ocean Terminal Sunny Point, Southport, N.C., in July to discharge cargo in the Persian Gulf after a successful off-load and load of Operation Iraqi Freedom cargo.

Maritime Prepositioning Ship USNS

Charlton and chartered container ship MV American Tern discharged OIF cargo in July. American Tern loaded cargo in Norfolk, Va., before heading to Greenland, in support of the Pacer Goose exercise.

In July, Maritime Prepositioning Ship USNS 1st Lt Harry L. Martin sailed to Guam after a successful prepositioning cargo load.

Tanker USNS Lawrence H. Gianella arrived in Houston, Texas, in July to load petroleum subsequently delivered to Charleston, S.C. In Corpus Christi, Texas, large, medium-speed roll-on/roll-off ship USNS Benavidez loaded OIF cargo and departed for the Persian Gulf in early July.

Bravo Zulus to returning fleet replenishment oilers USNS Patuxent and USNS Kanawha.

PACIFIC • BRIEFS

After returning from Exercise Northern Edge, fleet replenishment oiler USNS Henry J. Kaiser spent the first part of June in voyage repair in San Diego; Kaiser was the southern California duty oiler for the remainder of June.

After fleet replenishment oiler USNS John Ericsson participated in Exercise Trident Fury, the ship underwent maintenance in June.

Fleet ocean tug USNS Sioux was underway with ex-USS Knox in tow from Bremerton, Wash., on its way to Guam in support of Exercise Valiant Shield 07.

Rescue/salvage ship USNS Salvor spent June in a shipyard in Seattle undergoing work associated with ship's transfer from the U.S. Navy to Military

Sealift Command. Upon completion of this maintenance, Salvor will go to Pearl Harbor, Hawaii, to complete life support systems and aviation certifications.

Large, medium-speed roll-on/roll-off ship USNS Watson arrived in Indian Island, Wash., in June to discharge Japan Maritime Defense Force materials. After a short port visit, the ship was underway for San Diego to discharge U.S. Army and Marine Corps equipment shipped from the Persian Gulf. Watson loaded a Small-Waterplane-Area Twin-Hull, or SWATH, boat destined for the East Coast.

Navy **Capt. James P. Rice** relieved Navy **Capt. Joe Moore** as commanding officer of the medical treatment fa-

cility on board hospital ship USNS Mercy, June 22. Moore became the fleet surgeon at U.S. Pacific Fleet in Pearl Harbor, Hawaii.

Sealift Logistics Command Pacific welcomes Navy **Information Systems Technician 1st Class Jeffrey Carlisle**, Navy **Electronics Technician 1st Class Robert Ripley**, Navy **Personnel Specialist 1st Class Stevie Lloyd** and Navy **Electronics Technician Seaman Kevin Burroughs** to combat stores ship USNS San Jose; Navy **Electronics Technician 1st Class Christopher Conn** to fast combat support ship USNS Rainier; Navy **Information Technician Seaman Recruit Jonetta Mccoy** to combat stores ship USNS Concord; Navy **Operations Specialist 2nd Class**

Osiel Fuentes to fleet replenishment oiler USNS John Ericsson; Navy **Operations Specialist 2nd Class Anthony Brooms** to fleet replenishment oiler USNS Pecos; Navy **Operations Specialist Seaman Desiree Sheaffer** to fleet replenishment oiler USNS Guadalupe; and Navy **Operations Specialist 2nd Class Devon Davis** to ammunition ship USNS Shasta.

SEALOGPAC bids farewell to Navy **Yeoman 1st Class Angela Quihuiz**, who transferred to USS Pinckney in June; Navy **Chief Information Systems Technician Gene Detweiler**, who transferred to USS Bonhomme Richard in July; and Navy **Information Systems Technician 1st Class Michael Stack**, who separated from the Navy.

WE DELIVER WE ARE MSC



U.S. Navy photo by Seaman Kevin T. Murray Jr.

Military Sealift Command fleet replenishment oiler USNS Patuxent sails alongside Nimitz-class aircraft carrier USS Harry S. Truman during a replenishment at sea July 13. Truman was underway in the Atlantic Ocean participating in the Composite Training Unit Exercise in preparation for deployment to the Persian Gulf.

MSCO Kuwait receives moral-boosting support

By Gillian Brigham
SEALOGEUR Public Affairs

During World War II's final days in 1945, a newly formed humanitarian organization known as Cooperative for American Remittances to Europe, or CARE, began sending food relief to survivors of a war-ravaged Europe. This food was assembled into 10-item bundles that included things like a pound of beef, a pound of raisins and two pounds of margarine.

These bundles were widely distributed and eventually trademarked as CARE Packages, a popular term which took hold in American vernacular as a reference to any kind of food or supplies mailed for purposes of comfort or relief.

For 10 Military Sealift Command Office Kuwait Reservists serving one-year tours at the Port of Ash Shuaybah in Kuwait, care packages bring a taste and touch of home and the welcome reminder that though they may be gone for a time, they are definitely not forgotten.

While in Kuwait, these Reservists — eight of whom belong to MSC Expeditionary Port Unit 104 based in Syracuse, N.Y. — are responsible for orchestrating the loading and off-loading of MSC cargo ships that carry almost all combat cargo used by U.S. troops in Iraq, Afghanistan and elsewhere in the Middle East.

The unit has been adopted by numerous schools, churches, a Girl Scout troop and many other individual relatives and family friends. The unit arrived in Kuwait in January and has been receiving a steady stream of care packages ever since.

In New Hartford, N.Y., Bradley Elementary School, attended by Storekeeper 2nd Class Mark Stappenback's two children, recently raised more than \$500 to send their dad's unit enough Dunkin' Donuts coffee to last until the unit returns home.

The wife of executive officer, Navy Cmdr. Bill Powers, is a teacher's aide

at Margaret Brent Elementary School in Stafford, Va.

"She helps with a couple fourth- and fifth-grade classes and mentioned that I had been activated and sent to Kuwait for a year," said Powers. "The teachers and kids made Valentine's Day cards and posters for us, and most of the students wrote letters."

In her civilian life, MSCO Kuwait Command Chief Melody Anderson is a reading teacher at Benjamin Franklin Elementary in New York. When she deployed, the teachers and their students at the school began sending her a series of 50 care packages in honor of her recent 50th birthday.

Anderson's neighbor also linked the unit up with The Fairy Godmothers, a whimsically named group of dogooders from New York.

"They send us a 15- to 20-pound box of goodies every month," said Anderson, "everything from socks to homemade cookies."

Aside from the care-package staples — cookies, candy, toiletries, magazines and letters from home — things like water pistols, holiday decorations and even a CD of Superbowl commercials have been a big hit with the troops.

Chocolate and hand sanitizer rank among the favorite items the unit has

received. Some things, however, like 500 individual packets of Preparation H, are slightly harder to put to good use.



Above: A door at Military Sealift Command Office Kuwait is adorned with artwork from state-side elementary-school students. This display, which highlights an outpouring of support for U.S. troops, is typical of other displays found around MSCO Kuwait.

Left: Boatswain's Mate 1st Class Chris Loboda, from MSCO Kuwait, shows off the goodies and art he has received from the United States since he deployed to MSCO Kuwait.

The Reservists are thrilled with every box they receive and every letter they read, but the perfect care package may be impossible to send. "Mine would have a real pizza, half-moon cookies and Ben and Jerry's Karamel Sutra Ice Cream," said Boatswain's Mate 1st Class Chris Loboda. "And my wife and kids, too."

Concord's first astern refueling successful

By Navy Cmdr. Michael B. Murphy
USNS Concord MILDET OIC

Military Sealift Command combat stores ship USNS Concord conducted its first astern refueling June 27 while operating on an extended deployment in the Persian Gulf.

Concord was called to perform the unusual refueling with Navy mine countermeasures vessel USS Gladiator because no other ships in the area had the necessary equipment to perform the mission.

Concord and several other Sealift Logistics Command Atlantic ships were fitted with the necessary equipment in 1998, but astern refueling is so unusual that this is the first time in that nine-year period that the ship has used the equipment.

Unlike most ships, Gladiator and other minesweeping vessels have fueling stations on their bows and require astern refueling.

"The crew of USNS Concord approaches every tasking with professional confidence," said the ship's civil service master, Capt. Michael J. Murphy. "When assigned to fuel USS Gladiator, the astern refueling was the preferred option. Though not the norm for Concord, the crew responded, and the evolution went flawlessly. There was excellent planning and collaboration of the event with Gladiator; so much so, that three additional astern refuelings have been tasked to Concord for the minesweeper fleet operating in the Persian Gulf."

In the early morning, Gladiator positioned its bow 300 feet behind Concord's stern. After Concord's crew sent its 2.5-inch fuel rig to the crew of Gladiator, 8,800 gallons of fuel were transferred in two hours.



Navy mine countermeasures vessel USS Gladiator (center) receives at its bow a 2.5-inch fuel line from MSC combat stores ship USNS Concord.