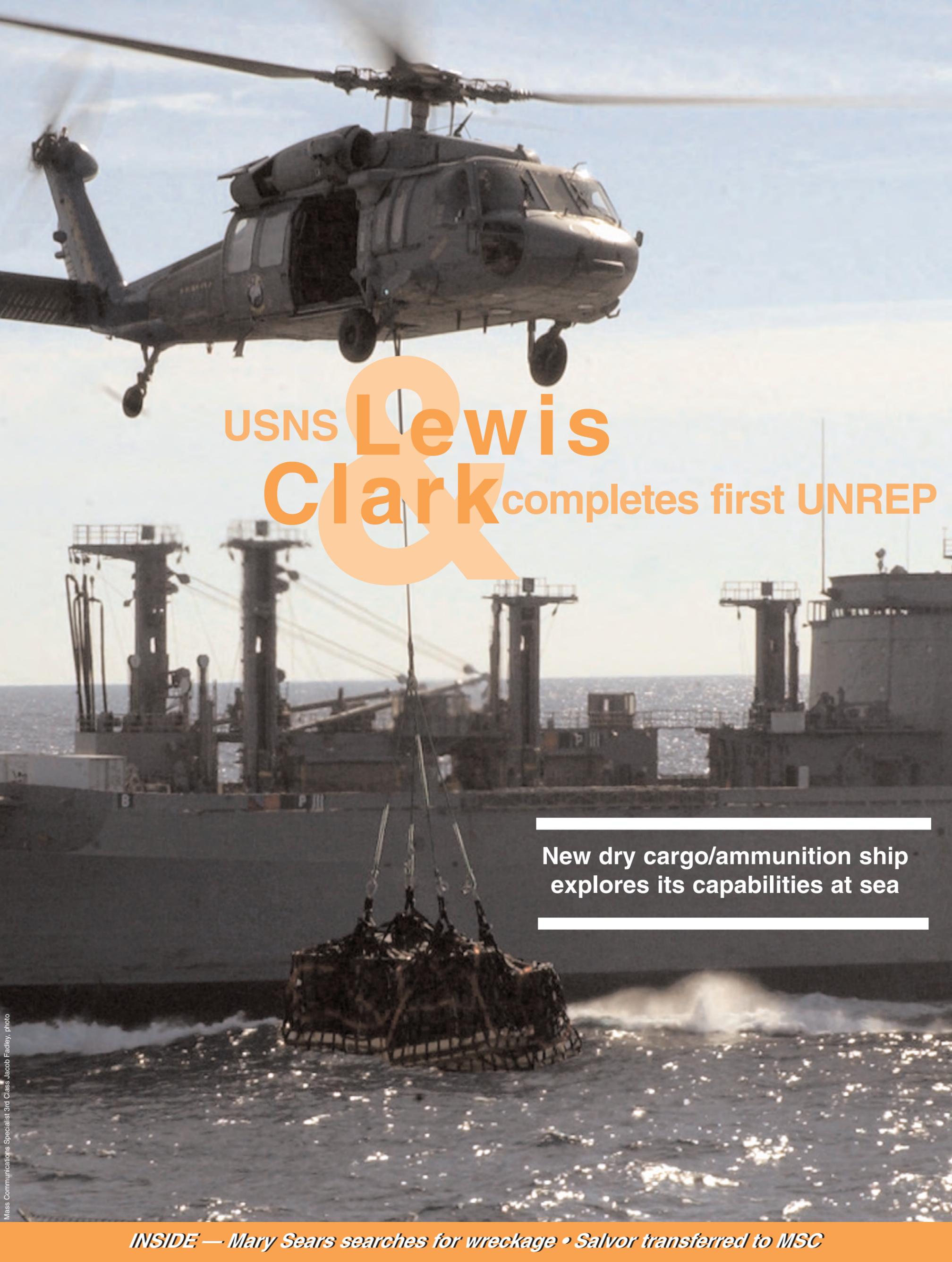


February 2007

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



USNS **Lewis Clark** completes first UNREP

New dry cargo/ammunition ship explores its capabilities at sea

INSIDE — Mary Sears searches for wreckage • Salvor transferred to MSC

Diversity is the MSC springboard

Diversity: \d-'ver-se-te\ **noun.** 1: the condition of being diverse, esp: the inclusion of diverse people (as people of different races or cultures) in a group or organization <programs intended to promote ~ in schools> 2: an instance of being diverse <a ~ of opinion> 3: (added) Military Sealift Command core value.

Okay, so maybe it doesn't actually show the third definition in Webster's dictionary, but it's true, nonetheless. Diversity is the springboard of MSC, the basis of our success and one of our greatest strengths. It is a core value of this command and the Navy.

MSC is a microcosm of American society, and, for more than 230 years the melting pot that is the United States of America has been growing, improving and producing some of the best ideas the world has ever seen, fueled by the diverse cultures, ideas and belief systems of her more than 300 million citizens.

Chief of Naval Operations Adm. Mike Mullen recently noted, "As the world becomes more globalized and our nation more diverse, our ability to access, retain and employ the different talents and experiences resident in our country's population will increasingly impact mission success at home and abroad."

The same holds true for MSC. We need to find and recruit the best of the best as we continue to provide the logistics services absolutely essential to our war fighters and the federal government.

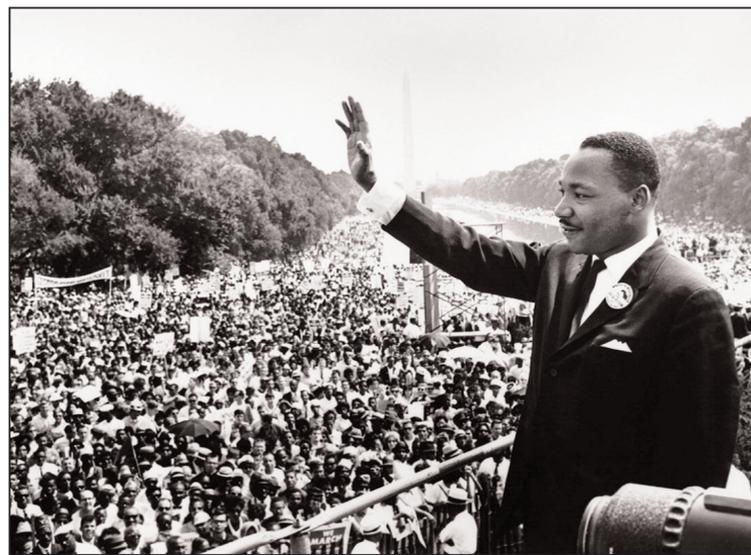
Diversity goes way beyond equal opportunity, race, gender or religion. It means understanding of how each of us brings different skills, talents and experience to the mission – and valuing those differences. That's what creates the environment of excellence and continuous improvement that Adm. Mullen advocates. And that's what MSC has been doing for the past 58 years.

Since our inception as the Military Sea Transportation Service in 1949, MSC has provided a host of innovative solutions to the myriad maritime challenges faced by our nation.

MSC's current workforce of more than 8,000 people around the globe includes people from all walks of life and all areas of expertise. Roughly 25 percent of us are African Americans. Another 25 percent are Asian/Pacific Islanders. Five percent are of Hispanic origin, one percent are Native Americans and 44 percent are of European descent.

As far as expertise goes, our skills range from administration to management, from operations to research and from science and technology to writing and speaking. We have leaders and thinkers and workers and observers. If there's anything that needs to be done in the maritime world, we have someone who knows how to do it, and several people to have an idea of how to do it better, faster and more cost-effectively.

Together, the people of MSC are the acknowledged leaders in maritime



Martin Luther King Jr. addresses a crowd from the steps of the Lincoln Memorial where he delivered his famous "I Have a Dream" speech during the Aug. 28, 1963, march on Washington, D.C.

knowledge and capabilities for the Department of Defense and the federal government. Our relationship with the national maritime industry and all its transportation partners practically guarantees that we can find the best solution with the best value for any challenge that comes to us. And it's because of our diversity that we can find those solutions. We, as a command, can look at any issue from an amazing variety of viewpoints, offer an incredible number of possible solutions and mutually select the best one for the situation.

Diversity was seen by Dr. Martin Luther King Jr. as a means of shaping America's future through non-violent protest. His ideals focused on the unity of people through education, another value held by MSC. Education is a means to fuller, richer lives for all of us.

As portions of our workforce begin to participate in the National Security

Personnel System later this year, education will become ever more important for those who wish to move forward in their careers. The tools are in place for everyone's use. The more we learn, the better we are able to serve our customers and ourselves.

In January, we all celebrated the life and mission of Dr. King. This month, MSC and the nation celebrate the contributions of all our African-American citizens to the leadership, innovation and accomplishments we have witnessed throughout our history. Across the command, we'll set aside time in the coming days to recognize people such as noted scholar Carter G. Woodson, the founder of the Association for the Study of African-American Life and History. His work led to our celebration of Black History Month today.

Our school-age kids may also study the life of merchant mariner sea cap-

tain Paul Cuffe, an activist who in 1780 petitioned the Massachusetts state government to give voting rights to African and Native Americans or stop taxing them. His actions led directly to the section of the Massachusetts constitution that gave equal rights to all citizens of the state.

Every day, those of us who serve ashore drive past one of the most common items in our 21st century lives: a traffic signal. Garrett Augustus Morgan, born in Kentucky in 1877, invented and patented a traffic signal that featured automated STOP and GO signs. His invention was later improved by changing the mechanical arms to traffic lights. Morgan also invented and patented a gas mask that was used to protect U.S. soldiers from chlorine fumes during World War I.

The list goes on and is as far reaching as the abilities of MSC's people. Cultural diversity, a wide array of capabilities, a multiplicity of ways to look at any problem and a sea of experience: We are MSC.

Keep the faith,

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

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COMSC Rear Adm. Robert D. Reilly Jr., USN

Director, Public Affairs Timothy Boulay

Editor Chris Johnson

Writers Edward Baxter, Singapore
Bill Cook, Norfolk, Va.
Susan Melow, Norfolk, Va.
Laura Seal, Washington, D.C.
Gillian Brigham, Naples
James Jackson, San Diego

Art Director Dale Allen, Washington, D.C.

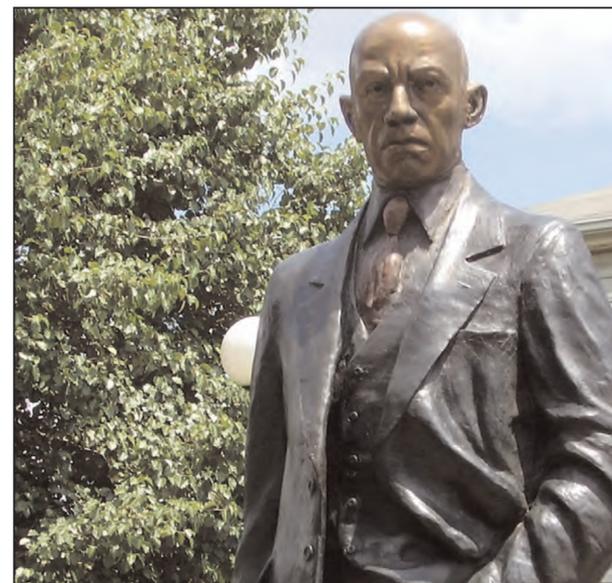
Photographer Barry Lake, Washington, D.C.

Graphics Susan Thomas, Washington, D.C.

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



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The residents of Huntington, W.Va., erected a statue honoring Carter G. Woodson, considered by many to be the father of Black History Month.

USNS Mary Sears searches for wreckage

MSC Public Affairs

On Jan. 9, Military Sealift Command oceanographic survey ship USNS Mary Sears arrived off the coast of Sulawesi, Indonesia, to join Indonesian government efforts in searching for a missing airliner.

A Boeing 737 operated by Adam Air disappeared from radar screens on New Year's Day after taking off from Indonesia's central Java Island. The aircraft ran into bad weather—including winds up to 80 mph—and changed course twice before disappearing from radar.

Mary Sears was operating in the Western Pacific when it received orders from the U.S. Pacific Command to divert to Indonesia and assist in the search.

The 329-foot ship is operated by 24

civilian mariners working for a private company under contract to MSC. These mariners support the work of nine federal government surveyors from the Naval Oceanographic Office, or NAVOCEANO. Both teams worked closely together to provide support.

"The senior NAVOCEANO representative, Don Newcomb, went above and



Military Sealift Command oceanographic survey ship USNS Mary Sears steams through the Pacific Ocean. Sears searched for the wreckage of a missing airliner off the coast of Indonesia.

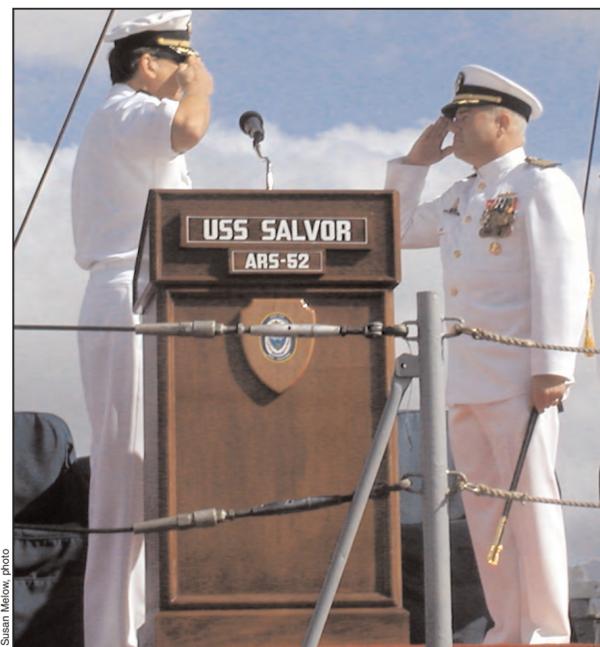
beyond to obtain and print charts so we could enter the waters," said Capt. James Mixon, the ship's civilian master.

Once Mary Sears arrived in the search area, the NAVOCEANO surveyors began using the ship's advanced sonar equipment and additional gear to map possible locations of the wreckage. Four Indonesian officers embarked on the ship

to assist with coordination. "We have been fully engaged with our Indonesian partners throughout this operation," said Newcomb.

Mary Sears is one of seven oceanographic survey ships owned by MSC. These ships collect information on a wide range of the ocean's properties to support Naval operations worldwide.

MSC 'salvages' Salvor Fourth ARS to have CIVMAR crew



Civil service master Capt. Wade Armstrong, left, acknowledges the order to crew USNS Salvor, given by Commander, Sealift Logistics Command Pacific, Capt. Leland H. Sebring.

MSC Public Affairs

In a ceremony held in Pearl Harbor, Hawaii, on Jan. 12, the rescue and salvage ship USS Salvor was decommissioned from active duty service and transferred to Military Sealift Command for civil service crewing as part of an ongoing effort to increase efficiency and better distribute resources within the Navy.

The ceremony, held on a sunny Hawaii afternoon, culminated in the

symbolic transfer of the ship's spyglass from USS Salvor's last active duty commanding officer, Navy Lt. Cmdr. John C. Howard, to USNS Salvor's first civil service master, Capt. Wade Armstrong.

On active duty since being commissioned on June 14, 1986, the now redesignated USNS Salvor became the third Navy rescue and salvage ship to transfer to MSC, joining USNS Grasp and USNS Grapple.

Salvor ship will play a vital role as part of the Mobile Logistics Support

Force in the Pacific and will continue with its current missions: salvage of stranded vessels; rescue and assistance operations; recovery of submerged objects; and manned-diving operations.

Navy Capt. Leland H. Sebring, commander of Sealift Logistic Command Pacific, was on hand to accept USNS Salvor for Military Sealift Command.

"Military Sealift Command has been accepting ships from the United States Navy and operating them [with civil service mariners] for more than 34 years," said Sebring. "[MSC] is providing vital logistics services around the world, allowing our carrier strike groups and our expeditionary strike groups to concentrate on their core missions of presence, readiness, and war fighting."

MSC's rescue and salvage ships are part of its Naval Fleet Auxiliary Force, established in 1972 with the transfer of fleet oiler Taluga to MSC.

Benefits of civil service crewing

Salvor, originally crewed by more than 100 active duty sailors, will now sail with a crew of 26 civil service mariners, all experienced seafarers. A military detachment of four Navy sailors will be embarked for communication support.

Crewing ships with civil service mariners offers the Navy a key benefit: It frees uniformed sailors for assignment to critical billets aboard ships in the Navy's combatant fleet. Civil service mariners aboard Salvor are able to spend more days at sea as they are not limited by deployment cycle policies that pertain to their uniformed counterparts. Therefore, Salvor, like its sister ships, can spend more days at sea each year, increasing the ship's service to the fleet. "In today's Navy of readiness at the

right cost, rather than readiness at any cost, the Military Sealift Command offers the United States Navy a very good deal," said Sebring.

Salvor missions

When Navy vessels become disabled, Salvor can carry portable cutting and welding equipment, power genera-

Capt. Leland H. Sebring, Commander, SEALOGPAC



"Military Sealift Command has been accepting ships from the United States Navy for more than 34 years."

tors, dewatering salvage pumps, a machine shop and other materials to effect hull repairs.

When Salvor embarks on a rescue and salvage mission, up to 20 Navy divers may be on board. A special system allows them to dive to depths of up to 190 feet on surface-supplied air. When combined with an on-board mixed-gas system, the diving capacity is increased to a maximum of 300 feet. The ship is also equipped with a double-lock hyperbaric chamber for recompression following a deep dive.

Salvor is also designed for open-ocean towing. The power from its four main propulsion diesel engines is sufficient to tow a Nimitz-class aircraft carrier.

Equipped with two booms, forward and aft, the ship is capable of lifting submerged objects up to 150 tons.

In September 2007, a fourth rescue and salvage ship, USS Safeguard, is expected to transfer to MSC.

Before deploying on its first mission, Salvor will enter Todd Pacific Shipyards Corp. in Seattle for modification work on its crew quarters. Work is scheduled to begin in mid-February and will be completed in April.

“Ocean in view! Oh! The joy!”



The first words uttered by famed explorer William Clark as his expedition reached the Pacific Ocean take on a new meaning as USNS Lewis and Clark conducts its first underway replenishment.

Mass Communications Specialist Seaman Apprentice Joshua Mann, photo



Clockwise from above:
An MH-60 Seahawk helicopter carries cargo from Military Sealift Command dry cargo/ammunition ship USNS Lewis and Clark to the deck of aircraft carrier USS Theodore Roosevelt. Lewis and Clark conducted its first underway replenishment during the ship's operational evaluation Dec. 15-16, 2006.

Navy sailors aboard aircraft carrier USS Theodore Roosevelt await signals from USNS Lewis and Clark as they prepare to move dry cargo off the carrier's flight deck.

Civil service mariners aboard USNS Lewis and Clark handle supply lines while alongside USS Theodore Roosevelt during an underway replenishment.

USNS Lewis and Clark steams away from USS Theodore Roosevelt after completing an underway replenishment.

MH-60 Seahawk helicopters assigned to the "Chargers" of Helicopter Sea Combat Support Squadron 26 carry cargo from USNS Lewis and Clark to USS Theodore Roosevelt.

By MC2(SW) Mark A. Catalano
USS Theodore Roosevelt
Public Affairs

While off the coast of Florida, Military Sealift Command's USNS Lewis and Clark conducted its first-ever underway replenishment as part of its operational evaluation, Dec. 15-16, alongside the Nimitz-class aircraft carrier USS Theodore Roosevelt.

Lewis and Clark is the first ship of its kind, the lead in a new class of T-AKE dry cargo/ammunition ships. Designed to operate independently for extended periods at sea, these ships will transfer ammunition, food, limited quantities of fuel, repair parts, ship store items and expendable supplies and material to U.S., NATO and other allied ships while at sea.

The ship is operated by MSC with 124 civil service mariners, augmented by a military detachment of 49 sailors.

"This new class will allow for the retirement of the ammo and dry cargo ships," said Lewis and Clark's master Capt. Randall Rockwood.

First launched in May 2005 and delivered to MSC in June 2006, the Lewis and Clark-class of ships is intended to replace the T-AE 26 Kilauea class ammunition ships, T-AFS 1 Mars class combat stores ships and, when operating with T-AO 187 Henry J. Kaiser-Class oilers, the AOE 1 Sacramento class fast combat support ships. These ships are on average 40 years old and near the end of their service lives.

"Lewis and Clark is designed to carry 63 percent of what the AE and the AFS

ships can carry, plus 100 percent of the refrigerated stores," Rockwood said. "Or it can carry more than 100 percent of just ammo or stores plus the refrigerated stores. She also has the ability to provide 1 million gallons of fuel while not taking away from her own stores, even though she is not an oiler."

The Lewis and Clark-class dry cargo/ammunition ships will also have the capability of transferring up to 50,000 gallons of potable water.

The underway replenishment training comprised the first of 14 phases of training for Lewis and Clark. This training assessed Lewis and Clark's ability to conduct a connected and vertical replenishment simultaneously.

"Normally a ship of this kind supports the carriers," said Rockwood. "In this training scenario, Theodore Roosevelt's role was to support the Lewis and Clark. Roosevelt helped validate our operational evaluation so the two dozen or so people we have on board evaluating could determine that the ship could transfer stores and ammo to an aircraft carrier."

The T-AKE program may eventually consist of 11 ships. Lewis and Clark is the only one completed thus far, while five others are currently under construction.

The ships are 689 feet long, have an overall beam of 106 feet and drafts of 30

feet. Powered by a single-shaft diesel-electric propulsion system, they can reach a speed of 20 knots. Each can also support two military logistics helicopters to conduct vertical replenishments.

One of the primary goals of the T-AKE program is to provide effective fleet underway replenishment capability at the lowest life cycle cost.

To meet that goal, the new class of ship was built to commercial specifications and standards, and is certified/classed by the American Bureau of Shipping, the U.S. Coast Guard and other U.S. regulatory bodies.

"This ship was built from the keel up to commercial standards under a performance contract," Rockwood said. "This contract basically told the shipyards what the ship should be able to do — not how to build it."

The new design resulted in wide-open, unobstructed weather decks and larger magazines. The ship is designed with the most modern ammunition elevators that conform to the latest safety codes.

The fuel stations are mounted on the O-1 level, away from the cargo area," Rockwood said. "This gives the ship more maneuverability in the cargo areas."

Another design improvement is

Capt. Randall Rockwood

"This new class will allow for the retirement of the ammo and dry cargo ships."



Mass Communications Specialist Seaman Wilmaria C. Harper, photo



Mass Communications Specialist Seaman Sheldon Bowley, photo



Mass Communications Specialist Seaman William Weiner, photo

HQ • HIGHLIGHTS

Rusty Bishop was named the permanent director of the Special Mission Program Jan. 7. Bishop, who has worked at Military Sealift Command for more than 22 years, previously served as the acting director of the program. He will be responsible for more than 20 ships in that program.

Navy Lt. Cmdr. Miguel Lake, MSC's reserve programs manager, will be leaving headquarters Feb. 11 and reporting to Joint Crew Composite Squadron 1 in Iraq as the battalion electronic warfare officer. His tour in Iraq is scheduled to last 11 months. Before becoming reserve programs manager, Lake served as the flag aide to Commander, Military Sealift Command Rear Adm. Robert D. Reilly Jr. and former COMSC Vice Adm. David L. Brewer III.

MSC communication officer, **Navy Lt. Andre Gould** retired Jan. 5 in a ceremony held at the Navy Memorial in Washington, D.C. Gould enlisted in the Navy in 1981, and has been at MSC headquarters since 2003.

Procurement analyst **Jan Hansen** retired from MSC following 16 years with the command.

MSC welcomes **Navy Cmdr. Melvin Shafer**, the new director of strategic studies and war gaming.

MSC also welcomes **Navy Senior Chief Hospital Corpsman Gregory Peck**. He will replace **Navy Senior Chief Hospital Corpsman Donald Pangalangan** as MSC headquarters' senior enlisted advisor. Pangalangan will transfer to Afloat Training Group, Sasebo, Japan.



Thayer assumes new leadership role

Chris Thayer has been selected as Military Sealift Command's director of strategic sealift and prepositioning, a new Senior Executive Service position created to oversee two major ship-operating programs within the command.

Thayer will report directly to commander, MSC, and will oversee the operations of more than 60 ships that deliver equipment and supplies in support of U.S. war fighting and humanitarian missions worldwide. Two technical directors, the current heads of MSC's Prepositioning Program and Sealift Program, will report to Thayer.

Thayer, whose most recent position was as MSC's director of strategic planning, has served with the command for 21 years. He has also served as deputy director of operations and plans, special assistant to the vice commander, and as a program analyst at MSC's European headquarters.

Thayer is a 1983 graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y. He has a Master of Business Administration from the University of Maryland and a master's degree in national resource strategy from the Industrial College of the Armed Forces.

EUROPE • NEWS

Sealift Logistics Command Europe Commander **Capt. Nick Holman** held a commodore's call for command personnel on Nov. 29. During this meeting, Holman presented his list of strategic priorities for 2007. These priorities are: people, customer service, teamwork, leadership and innovation.

"I want my staff to be equipped to thrive on the job and at home," said

Holman. "We are a team of leaders striving to provide top-notch service to our customers in new and innovative ways."

On Dec. 7, Holman presented a brief on strategic sealift in the European theater to attendees of the Military Airlift and Rapid Reaction Operations conference in Brussels, Belgium.

Large, medium-speed, roll-on/roll-off

Farewell to MSC veterans

MSC headquarters will say good-bye to three of its most seasoned veterans, Jack Roche, Gregg Pelowski and Bill Murphy.

Roche, MSC's assistant to the executive director of business operations, is retiring after 40 years in the federal government, 22 of which were spent at MSC headquarters. Roche began his federal career as a civil service mariner for MSC's predecessor, Military Sea Transportation Service. He transferred to the Maritime Administration and later became the director of the operating contract division at MSC.

Pelowski, director of maritime forces, manpower and management, left Jan. 20 after accepting a Senior Executive Service position with the Department of Homeland Security. He will serve as the deputy chief human capital officer. Pelowski served with MSC for more than 20 years.

Another long-time MSC stalwart, Bill Murphy, retired Jan. 4 after 33 years with the command. "Murph," to those who know him, has served as an information technology specialist as new technologies revolutionized Navy communications. Murphy started his federal career in 1943 when he joined the Navy as a radioman during the height of World War II. He retired from the Navy in 1965.

In 1974, Murphy reported to work at MSC as the assistant director of communication, and at one point, was the acting director of communication. Murphy has been a nearly constant presence in the MSC headquarters building. He worked seven days-a-week, oftentimes arriving at 4 a.m. For Murphy, MSC was his life. "My God," he said, pausing to remember the decades spent in this building. "I'll miss it. I'm just worried that I'm going to get bored now that I'm retired. I think I might go get another job."

PACIFIC • BRIEFS

Sealift Logistics Command Pacific bid farewell to **Navy Cmdr. Stephen P. Rehwald**, chief staff officer. He will report to guided missile cruiser USS Bunker Hill as the executive officer.

The following personnel are joining SEALOGPAC: **Navy Operations Specialist 2nd Class Ely Knowles** will report to fleet replenishment oiler USNS Walter S. Diehl. **Navy Information Technician 2nd Class Lee Wesley** will

report to fast combat support ship USNS Rainier. **Navy Operations Specialist 2nd Class Frannie Marie Narische** will report to ammunition ship USNS Shasta. **Navy Operations Specialist 2nd Class Aron N. Sandler** will report to fleet replenishment oiler USNS Tippecanoe. **Navy Chief Operations Specialist Anthony K. Hutchinson** will report to fleet replenishment oiler USNS Yukon.

ATLANTIC • LINES

Military Sealift Command's fast combat support ship USNS Supply returned home to Naval Weapons Station Earle from an almost eight-month deployment on Dec. 15. During the ship's highly successful deployment in support of 5th Fleet, the vessel delivered more than 28 million gallons of fuel during 159 underway replenishments. Supply also delivered 6,254 tons of cargo and filled more than 1,200 requisitions. The ship steamed 40,769 nautical miles and provided service to 43 different customers representing seven nations.

Sealift Logistics Command Atlantic Headquarters Reserve Unit 106 bid farewell to its departing com-

mander, **Capt. Terry S. White**, and welcomed its new commander, **Capt. Kenneth Carodine**, during a change of command ceremony in Norfolk on Jan. 6. White, who resides in Northern Virginia, has accepted the command of another unit in Arkansas. Carodine, who resides in Dallas, Texas, noted his pleasure in assuming command of such a well-oiled machine. In his keynote remarks, SEALOGLANT Commander **Capt. George Galyo** remarked, "Terry, your resourcefulness, integrity and professionalism in leading this great unit played a huge part in the continued success of Military Sealift Command's mission and vision."

ship USNS Seay off-loaded nearly 40,000 square feet of U.S. Army 1st Armored Division equipment in Rotterdam, The Netherlands, Dec. 5-6. The equipment, loaded aboard Seay in Ash Shuaybah, Kuwait, weeks earlier, was used by U.S. forces operating in the Middle East.

MSC fleet replenishment oiler USNS John Lenthall loaded more than 85 pallets of U.S. military equipment in Limassol, Cyprus, Dec. 28. The equipment — blankets, meals-ready-to-eat and medical supplies — were left over from the U.S.-led Joint Task Force

Lebanon that operated out of Cyprus last summer following the Israeli-Lebanon conflict. Lenthall returned the supplies to U.S. Central Command forces in the Middle East.

MSC tanker USNS Paul Buck stopped in St. Theodore, Greece, Dec. 27-29 to load nearly 7 million gallons of fuel. Paul Buck will discharge the fuel later this year during Operation Deep Freeze, the annual refueling of McMurdo Station. McMurdo is the National Science Foundation's Antarctic research facility and the United States' largest outpost on the continent.

COMPASS • HEADING

Ramona Farrow, ashore operations director for Military Sealift Fleet Support Command's Command, Control, Communication, and Computer Systems Directorate, was awarded the Navy/Marine Corps Intranet Professional Leadership Award for the Southeastern Region. Farrow was one of 11 recipients selected out of a pool of nominees submitted from across the United States and Japan. Farrow, commenting on the award, noted, "To everyone who has helped me in any way, thank you. Again, while I'm enjoying the accolades, I didn't get there on my own. You all supported me, and

I'm grateful. In order to be successful, it takes dedication and support from all stakeholders, and I received help and support from the entire N6 family."

MSFSC continues to fill shoreside, civil service, General Schedule positions. MSFSC headquarters and its ship support units at locations around the globe are looking to hire personnel with expertise in the engineering, financial and information technology fields. As part of this recruiting effort, MSFSC has started to post, within the CIVMAR section of the Internet Web site, links to the appropriate human resource locations to aid job seekers in

the application process.

Ship Support Unit Singapore has been busy contracting and reviewing repairs to USNS Rappahannock and is looking to add USNS Tippecanoe to its list of ships in the yard within its purview.

The end of the calendar year brought an end to the careers of several civil service mariners as they entered onto the retirement rolls. Fair winds and following seas to **Able Seaman Barton Seavey**, **Supply Officer Raymond Bishop**, **Chief Steward Agérico Escribano**, **Third Cook Fermin Sambula**, **Medical Service Officer William Sidotti**, **Third Officer Walter Thorpe** and **Cook/Baker William Womacks**.

MSFSC's internet newsletter can be found at www.msc.navy.mil/msfsc/newsletter

CENTRAL • CURRENTS

Fast combat support ship USNS Arctic continued to deliver critical stores and fuel to the USS Eisenhower Carrier Strike Group. The Nimitz-class aircraft carrier USS Dwight D. Eisenhower is the flagship for the strike group, which includes embarked Carrier Air Wing Seven and embarked Destroyer Squadron 28. Arctic delivered more than 30,000 pounds of mail to Eisenhower, bringing a sense of home to sailors deployed at sea during the holiday season.

MSC combat stores ship USNS Spica and fleet replenishment oiler USNS Tippecanoe provided logistics support to the USS Boxer Expeditionary Strike Group deployed to the Persian Gulf. Amphibious assault ship Boxer is currently conducting maritime security operations in

support of U.S. 5th Fleet.

MSC underway replenishment oiler USNS Laramie departed the U.S. 5th Fleet area of operations following a successful deployment. Laramie provided unmatched support to the Eisenhower Carrier Strike Group and Boxer Expeditionary Strike Group as well as naval forces from Germany, France, Italy, Australia, Canada and the United Kingdom. The ship exceeded expectations by safely and efficiently conducting 41 underway replenishments, transferring 7.2 million gallons of fuel oil and 688 pallets of cargo, all in support of Operation Iraqi Freedom, Operation Enduring Freedom, the global war on terrorism and maritime interdiction operations.

Fast combat support ship USNS Supply completed its deployment to

the U.S. 5th Fleet area of operations. Supply's crew provided superb support to the Enterprise and Dwight D. Eisenhower carrier strike groups and Iwo Jima and Boxer expeditionary strike groups, as well as numerous other U.S. and coalition ships. Supply expertly and safely conducted 144 underway and 24 in-port replenishments, transferring more than 9 million gallons of fuel, delivering 6,254 tons of cargo and filling more than 1,200 requisitions.

Commander, Navy Logistics Forces Navy Central Command bids farewell to its force protection officer, **Navy Lt. Cmdr. Joseph Byrd**, and routing officer, **Navy Lt. Patrick W. Brown**, after completing their one-year tours in Bahrain. Sealift Logistics Command Central Commander **Navy Capt. Glenn R. Sears II** presented both officers with Navy Commendation Medals. SEALOGCENT welcomes medical services officer **Navy Lt. Cmdr. Sheldon "Doc" Sloan**.

Anthrax vaccine program resumes

*By Capt. Dwight C. Fulton
MSC Force Surgeon*

Since its inception, the Anthrax Vaccination Immunization Program for the military services has gone through numerous phases. But the purpose of the program has never wavered from its intended role of protecting at-risk military and civilian personnel from a deadly biological threat.

In October 2006, the deputy secretary of defense released a memorandum directing resumption of the mandatory program for designated military personnel, emergency-essential civilian personnel and contractor personnel performing essential services in certain geographic areas of the world. In December, the undersecretary of defense for personnel and readiness specifically directed that select Military Sealift Command uniformed personnel and civilian and contract mariners would be subject to this program.

Beginning in February and March, uniformed personnel and civilian and contract mariners carrying out their mission-essential services in the U.S. Central Command area of responsibility will be required to get mandatory anthrax vaccinations. In addition, any mariner not subject to the mandatory program who has received at least one dose of anthrax vaccine in the past will be allowed, if desired, to voluntarily complete the six-shot anthrax vaccination series and receive any boosters as required by the Food and Drug Administration approved dosing schedule. Individuals will be notified by their chain of command if the shots are required.

Navy medical personnel will give the vaccinations either onboard MSC ships, in MSC workspaces or at military medical treatment facilities.

An MSC policy message with further details is being released. Active duty military personnel and civilian service mariners with questions can contact Navy Ensign Robert Hicke at robert.hicke@navy.mil or (757) 443-5769. All other personnel may contact me at dwight.fulton@navy.mil or (202) 685-5135.

More information on the threat, disease and vaccine can be found on the Web at <http://www.anthrax.osd.mil>

FAR • EAST • HAILS

Navy Cmdr. Ron Oswald, commanding officer of Military Sealift Command Office Korea, attended the inaugural Korean-American Busan Association meeting on Nov. 17. The association's objective is to strengthen ties between the Korean-American communities in Busan.

Cmdr. Oswald and Army Lt. Col. Joe Calisto, commanding officer of Surface Deployment and Distributions Command's 837th Transportation Bat-

alion, Busan, co-hosted Major General Il-Soo Kim, Republic of Korea Army, director, Military Readiness Posture Inspection Office, ROK Joint Chiefs of Staff, at Pier Eight in Busan, Nov. 21. The general was briefed on MSC and SDDC operations on the Korean peninsula.

MSCO Korea staff members attended the Korean American Partnership Association anniversary reception in Busan on Nov. 30. The mayor of Busan, Nam

Sik Hue, attended. Cmdr. Oswald also attended a reception to honor Japanese National Day and the Japanese emperor's birthday in Busan, Dec. 8.

MSCO Korea's staff, along with United Seamen's Service Center, Busan, co-hosted the 2006 'Mi Ae Won' orphanage holiday party in Busan, Dec. 12. United Seamen's Center staff members provided an outstanding meal while MSCO Korea staff members donated gifts for more than 55 orphans and six handicapped adults.

Sealift Logistics Command Far East welcomed tanker officer **Thad Reap**, who reports from SDDC's 835th Transportation Battalion, Okinawa, Japan.

CIVMAR of year named

Civil service mariner Chief Mate Frank Wareham, right, receives Military Sealift Command's Marine Employee of the Year award from Capt. Curtis A. Smith, USNS Grapple's civil service master in a ceremony aboard fleet ocean tug USNS Apache in Norfolk, Va.

Wareham, the first officer aboard Apache, was given the award for his work implementing the International Safety Management Code aboard his ship. The code is an international standard for the safe management and operation of ships.

The Marine Employee of the Year award is given annually to one exceptional MSC civil service mariner.





A U.S. Army Apache helicopter is offloaded from MV Cape Washington, an MSC-controlled roll-on/roll-off ship from the Ready Reserve Force, in Rota, Spain.

Cape Washington offloads in Rota

By Gillian Brigham
SEALOGEUR Public Affairs

Three days after Christmas, Sealift Logistics Command Europe conducted its last major off-load operation of 2006 at Naval Station Rota, Spain. Roll-on/roll-off ship MV Cape Washington arrived in Rota Dec. 28 carrying 37 Apache helicopters, 107 airlift containers (smaller than standard shipping containers), six vehicles and two trailers. This cargo, belonging to the U.S. Army's 82nd Airborne, was on its way from Charleston, S.C., to Afghanistan, where the Army unit

is currently deployed on the front lines of the global war on terrorism.

Cape Washington off-loaded its cargo in Rota so the helicopters, equipment and supplies could be airlifted to Afghanistan from the nearby Naval Station Rota airfield.

Intermodal operations — major operations using more than one form of transportation — are particularly helpful when the cargo's final destination is a landlocked or remote location such as Afghanistan. In this vein, logistics planners increasingly rely on the seamless transition between sealift and other modes of transportation such as airlift to accomplish the U.S.

military's worldwide mission.

While intermodal transportation is a cost-effective means of delivering cargo to far-flung destinations, coordination of these operations is complex. The Defense Department saved \$1.3 million by combining sealift and airlift assets during the February 2006 mission instead of airlifting the cargo straight from America to Afghanistan.

"MSC used a Ready Reserve Force ship from the U.S. Maritime Administration to transport the cargo. Naval Station Rota docked the ship. Surface Deployment and Distribution Command off-loaded the containers and vehicles and unlashed the helos; and

the Army's 21st Theater Support Command drove the helicopters off the ship," said MSC Rota representative Robert Foster.

Naval Station Rota personnel then used tractors to pull the 37 helicopters a mile and a half from the port to the base's airfield. From there, Air Mobility Command personnel and members of the 82nd Airborne inspected the aircraft and loaded it aboard C-17s for delivery to Afghanistan.

Ready Reserve Force ships, like Cape Washington, are normally kept pier-side in reduced operating status, and come under MSC control when activated.

Buying Bobo

MSC Public Affairs

Military Sealift Command purchased an iconic ship in the U.S. military's afloat prepositioning program on Jan. 16 after chartering the ship for almost 22 years. Now the government-owned, contractor-operated USNS 2nd Lt. John P. Bobo continues its afloat prepositioning mission in the Mediterranean Sea — standing by to deliver more than 100,000 square feet of combat cargo and several hundred containers of supplies to deployed U.S. Marines ashore, whenever and wherever needed.

In 1985, MSC chartered Bobo, a 673-foot container and roll-on/roll-off ship, from Nineteenth HFC Leasing Corporation of Prospect Heights, Ill. MSC bought the ship recently for \$48.6 million, retaining the crew of about 30 civilian mariners employed by American Overseas Marine Corporation of Quincy, Mass., which is under contract to MSC.

MSC's decision to buy Bobo was not unexpected. The 25-year charter contract contained a purchase option.

Jack Roche, assistant to the executive director of business operations, said, "Bobo has an enduring, highly important mission. After a careful analysis of options by experts at MSC and the U.S. Marine Corps, it was clear that buying the ship was the most prudent course of action."

Today Bobo is one of 16 ships that comprise MSC's Maritime Prepositioning Force, which operates in support of the Marine Corps in three squadrons located in the Mediterranean Sea and eastern Atlantic Ocean; at Diego Garcia in

the Indian Ocean; and in Guam/Saipan.

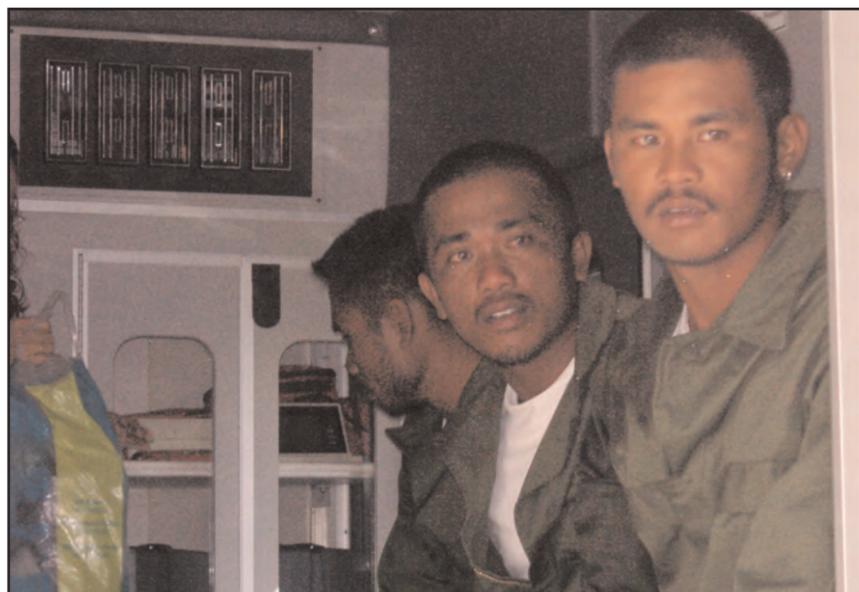
Each MPS squadron carries enough equipment and supplies to sustain about 15,000 Marine Air Ground Task Force personnel for up to 30 days. Each ship can discharge cargo either pier-side or while anchored offshore. This capability gives the Marine Corps the ability to operate even in underdeveloped areas.

The Maritime Prepositioning Force emerged in the mid-1980s with MSC's chartering of Bobo and 12 other ships specially configured for at-sea, climate-controlled cargo storage, as well as for rapid off-loading and loading of U.S. Marine Corps equipment and supplies. Subsequently, three of the ships, in addition to Bobo, were purchased by MSC as they neared the ends of the charter contracts: USNS Pfc. Dewayne T. Williams, USNS 1st Lt. Jack Lummus and USNS 1st Lt. Baldomero Lopez.

Nine of these ships remain under charter to MSC. Three others — all government-owned and specially converted for at-sea prepositioning of Marine Corps cargo — round out MSC's Maritime Prepositioning Force.

"The Maritime Prepositioning Force gives war fighters a tremendous advantage," said Mike Neuhardt, MSC's maritime prepositioning project officer.

"These ships, with their tremendous cargo-carrying capacity, flexibility and mobility allow Marines to fly into a theater of operations and unite immediately with the gear that they need to respond quickly and powerfully. The significant amount of cargo the ships carry complements the U.S. Navy's amphibious capability."



Three Filipino fishermen sit in an ambulance at Subic Bay, the Philippines, after being rescued by Military Sealift Command ship USNS Rappahannock.

Rappahannock rescues fisherman

By Laura Seal
MSC Public Affairs

The crew of Military Sealift Command fleet replenishment oiler USNS Rappahannock rescued three Filipino fishermen found clinging to their overturned boat off the coast of the Philippines on Dec. 19.

Rappahannock was conducting routine underway replenishments in the South China Sea when the ship's crew spotted flashing lights in the distance, just minutes before midnight.

Chief Mate Bill Riley, Boatswain's Mate Gregory Johnson, Able Seaman Jeremy Guida and Deck Machinist Maurino Mirador were immediately dispatched in a rigid-hull inflatable boat to investigate the lights and discovered they were coming from a small, overturned fishing boat.

Aboard the distressed vessel were

the three fishermen. The men had been stranded in rough seas for five days before being spotted.

Rescuing the men was no easy feat for the rescue boat crew, as 12-foot swells made maneuvering the small boat difficult.

"As I maneuvered the RHIB to within 10 feet from the distressed vessel, the frantic fishermen all lunged and dove towards us," said Riley. "Johnson and Guida grabbed each man and dragged them aboard the RHIB."

Once aboard Rappahannock, the rescued men were examined by medical personnel, clothed and fed. All three were reported uninjured and were transferred from the ship to authorities at Subic Bay, the Philippines.

"It's like a miracle. They were all lucky to survive for several days," said Guida, one of Rappahannock's civil service mariners.