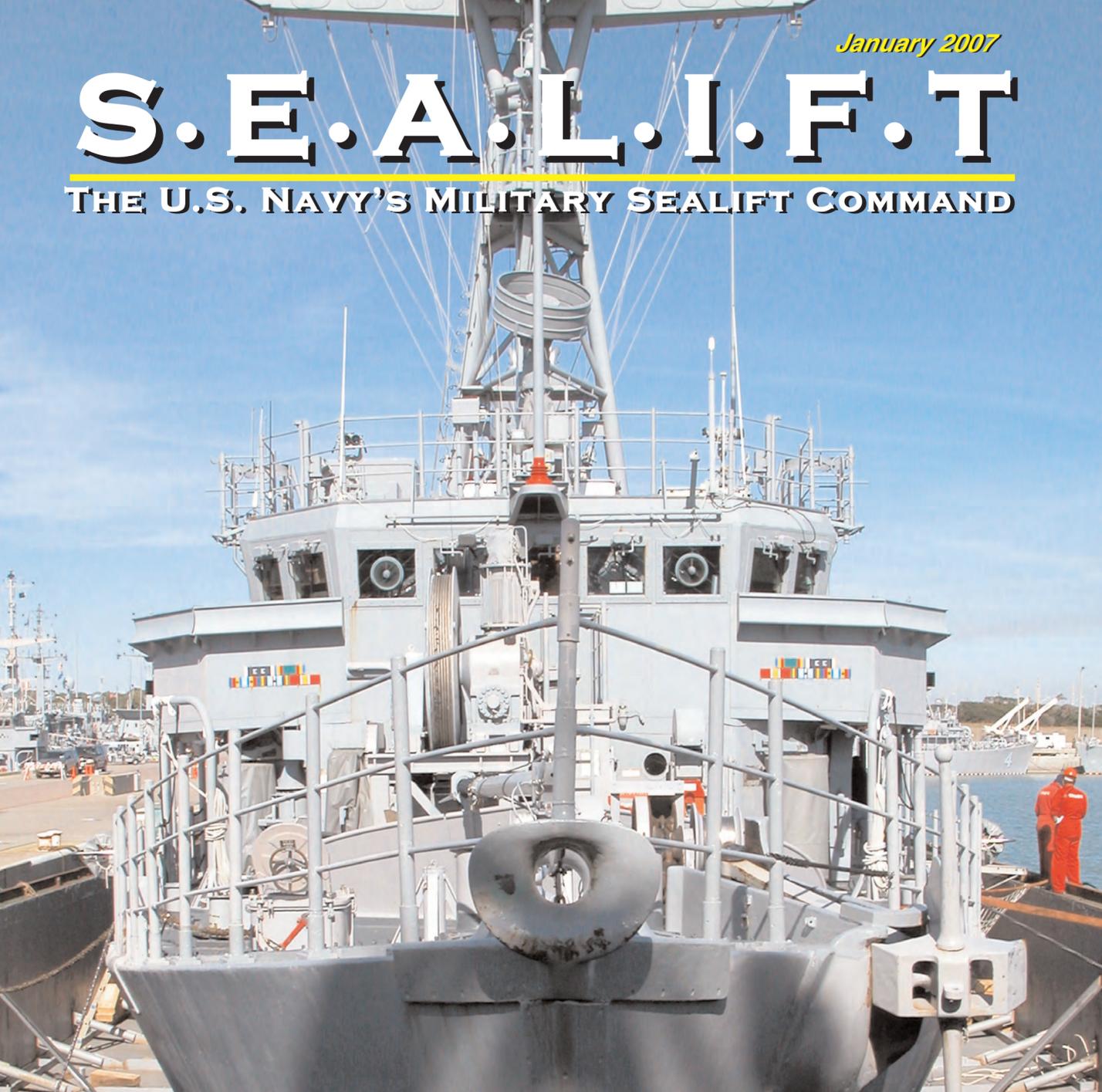


January 2007

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



## A curious cargo

MSC takes  
on Gladiator

By Laura M. Seal  
Page 4

INSIDE — Ascension island 'home' for some mariners • USNS Shepard christened

Laura Seal photo

# Conduct ashore is serious business

Make no mistake, whenever you step off your ship or walk out of your building, you are an ambassador of Military Sealift Command and, if you're overseas, of the United States. That's a shared responsibility that comes with this profession and an integral part of personnel readiness.

By and large, we handle this responsibility pretty well. In fact, less than one percent of MSC employees worldwide have ever been involved in inappropriate behavior, whether in foreign or domestic ports or just in our hometowns and neighborhoods. Unfortunately, those that do exhibit inappropriate behavior have a measurable, negative impact, which can have strategically adverse consequences.

Now, I realize that none of us are saints. There are always occasions where we need to relax and get away from the job, if only for a few hours. But there's still a need to do so responsibly. You've got to ask yourself if what you're doing is something that you'd do home or in the presence of family members or close friends.

Since I took command of MSC in March 2006, there have been nine negative conduct incidents involving personnel embarked on MSC ships overseas. Excessive use of alcohol was a common factor in most of the incidents. Nine incidents may not seem like such a big deal, given the size of our work force, but just one incident is one too many.

Let me state up front that this is not about controlling anyone's liberty: those sparse, precious moments that hard-working sailors and

mariners squeeze in between the demanding, dangerous and all-consuming time spent at sea. This is not about morality, or dictating what you do on the beach or wherever you go to make the most of your liberty time.

This is about operational risk management, personal safety and security, being fully cognizant of your surroundings, understanding your obligations as a member of the MSC team and an ambassador of the United States and being 100 percent ready to resume your duties and return to your watch station.

Ashore or afloat, if you're incapacitated or otherwise unable to report for duty, you're not the only one that suffers. Someone has to cover your job. That puts extra stress on shipmates and co-workers, and stress can lead to mistakes.

A good day for me is one where there are no reports of MSC people being hurt or getting into serious trouble. Likewise, I review every report dealing with conduct incidents ashore and require feedback on actions being taken to hold individuals and their commanders, ships' masters or supervisors accountable. Consequences for the command when we have an incident of inappropriate behavior that involves separation of the offending employee include lost work time and the cost of replacing that employee. That means time, training, qualifications and, depending on where the incident takes place, whether repatriation to the United States is involved. Overall, the cost could be upwards of \$10,000, or possibly more, depending on repatriation costs. Notwithstand-

ing the additional operational risk and the need to spread the lost crew member's workload to his shipmates, no operationally and efficiency-focused organization would willingly absorb these adverse personnel impacts and unnecessary cost increases, which ultimately get passed on to our customers.

When an incident happens overseas, there is the real possibility that we will have violated some sensitive agreements between us and a host nation and that liberty privileges could be suspended for all Navy vessels in that particular port or nation. In fact, Navy ships might not be allowed to dock at all. That impacts our mission, too.

So, what are the options for anyone who may be involved in an incident of inappropriate behavior that is fueled by alcohol?

If you're military, there's the drug and alcohol abuse program. Your supervisor or commander can help you gain access to the program where you'll find assistance, guidance and treatment options. It's an avenue to help and hope.

For civil service employees, whether ashore or afloat, supervisors can direct you to the Civilian Employee Assistance Program, or CEAP. It's a lifeline -- a free and voluntary program that offers assistance, guidance and referrals. The program keeps all client information confidential.

Commercial mariners and contractors ashore can check with their unions and companies to see what avenues are open to them and what help is available.

The bottom line is that none of us

likes to see inappropriate behavior. It's bad for the individual. It's bad for the command. It's bad for the nation. As ambassadors, we all have to present our very best behavior, no matter where we are and no matter what the occasion.

We can be very proud of the fact that more than 99 percent of MSC's people are good ambassadors. We've earned an excellent reputation in the Navy and the maritime community. However, there is little margin for error in the seagoing profession, given the challenges we face and the dangerous places we frequent. We cannot afford to allow those who abuse drugs and alcohol to add to these challenges.

If you know of someone who drinks to excess, get help for them. Don't ignore the problem. This is a fundamental tenet of leadership.

If you have a problem, then get help yourself.

If you have read this article and believe that it doesn't apply to you, that no one is going to tell you what to do on the beach and that the occasional drunken sailor is part of our business, I highly recommend you seriously consider another line of work. Too much is at stake here for you, your shipmates and our nation.

Sail safe and keep the faith,

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

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# Chapman sails with 'saints'

By Gillian Brigham  
SEALOGEUR Public Affairs

Halfway between Africa and South America lie the islands of St. Helena and Ascension, British overseas territories flung deep within the watery heart of the South Atlantic.

Slightly more than twice the size of Washington, D.C., with little more than 7,000 inhabitants between them, St. Helena and Ascension went undiscovered and uninhabited until Portuguese explorers stumbled upon them in 1502. After moonlighting as Napoleon's exiled retreat from 1815 until his death six years later and serving as a British military staging base during the short-lived Falklands War of 1982, the islands have otherwise maintained a low profile as a small stopping point for transatlantic travelers.

One regular band of wayfarers calling on these two islands is the crew of Military Sealift Command's Maritime Prepositioning Squadron One ship MV Tech. Sgt. John A. Chapman. For Chapman's crew, St. Helena and Ascension are more than just prominent geographical points on their journeys through the European theater. The islands are a second place to call home.

As a prepositioning ship permanently forward deployed to the European theater, staging military cargo at sea, Chapman travels from port to port, keeping its supplies readily available to U.S. forces in Europe should a crisis require their use. However, unlike its fellow MPS Squadron One ships that travel to a host of European ports, Chapman's options are more limited. Because the ship is carrying primarily highly explosive U.S. Air Force munitions, it sails outside of the Mediterranean between more remote ports in the Eastern and Southern Atlantic.

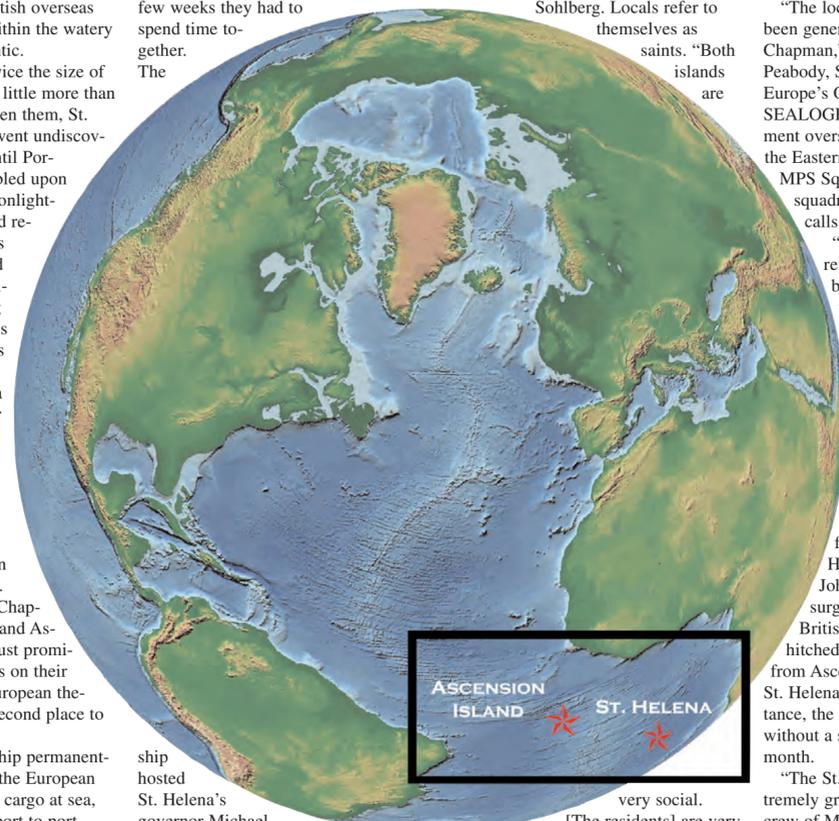
The inhabitants of Ascension and St. Helena seem glad to have the company.

During Chapman's last visit to St. Helena in October, the crew and local islanders took full advantage of the few weeks they had to spend time together. The

ed a school and answered students' questions about life at sea.

"The 'saints' on both islands have been very good to us," said Chapman's merchant marine master Capt. Joe

Sohlberg. Locals refer to themselves as saints. "Both islands are



ship hosted St. Helena's governor Michael Clancy and others for an American-style barbeque and let a troop of local Boy and Girl Scouts spend a day experiencing life aboard ship — an event that garnered a full page of attention in the local paper the next day.

Ashore, two U.S. Merchant Marine Academy cadets spending a semester at sea with Chapman and one of the ship's able seamen took turns hosting a local radio show. The cadets also visit-

very social. [The residents] are very welcoming and enjoy having long conversations about just about anything."

According to Sohlberg, the ship has been calling on Ascension for about three years and St. Helena for two. With three week-long port calls, this has given Chapman's crew substantial time to become honorary 'saints'

themselves. "Being down here is very comfortable," said Sohlberg. "The officers and crew are welcomed into the homes of the locals."

"The local governments have also been generous in their support of Chapman," noted Navy Cmdr. Hitch Peabody, Sealift Logistics Command Europe's Operations and Plans director. SEALOGEUR's Operations Department oversees Chapman's missions to the Eastern Atlantic and works with

MPS Squadron One to schedule the squadron's movements and port calls throughout the theater. "Chapman's mission requires remote sites, and we have been grateful for the hospitality extended by St. Helena and Ascension."

That hospitality extends both ways. The local governments occasionally rely on Chapman and her crew to help them shuttle mail, supplies and other packages between the two islands.

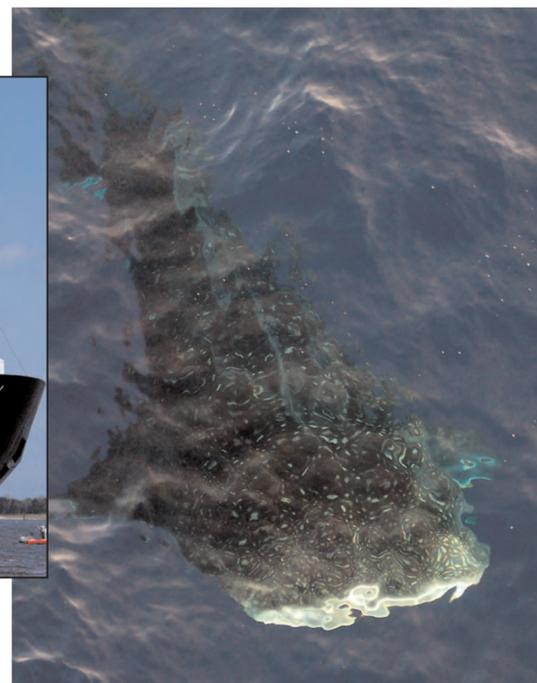
In September, the ship even delayed her departure from Ascension to bring St. Helena's new surgeon, Dr. John Sharpe, to his post. The surgeon flew into Ascension's British military airfield and hitched a ride aboard Chapman from Ascension to his new home in St. Helena. Without the ship's assistance, the island would have been without a surgeon for more than a month.

"The St. Helena government is extremely grateful to the captain and crew of MV Tech. Sgt. John A. Chapman," said St. Helena officials in a public statement thanking the ship for its efforts.

For Sohlberg, the ship needs no thanks for such small gestures of solidarity. "When you live and work in these extreme locations it is always nice to have friends that will lend a hand," he said.



Above: Military Sealift Command container ship MV Tech Sgt. John A. Chapman sits pier-side. Chapman, an Air Force munitions prepositioning ship regularly spends its time in the area around Ascension Island and St. Helena in the Southern Atlantic. Right: A whale shark skims the ocean's surface off Chapman's bow. Whale sharks, as well as other sea creatures, are a common sight for the ship's crew.



## From the editor: readership survey

In November, Military Sealift Command conducted a readership survey for the Sealift newspaper. The goal was to determine whether Sealift is meeting the readers' information needs and where improvements are needed. Readers were given the opportunity to respond to 15 questions, either online or via fax or mail.

The survey generated 88 responses from across a broad spectrum of the global workforce. Civilians and military, both at sea and ashore, participated in the survey.

The respondents were asked where they worked, how often they read *Sealift*, how they felt about the various components of the paper and how well they're represented in the contents of the paper.

### Readership trends

Findings: Of those responding, an overwhelming majority read it every month. The majority of those who read *Sealift*, read the

print version, either at the office or at sea. A full quarter of respondents read Sealift online.

Next steps: MSC will continue making *Sealift* available online and will research ways to make it more available to the entire workforce. For those who can't get *Sealift* online, we will ensure that the newspaper is getting into the hands of its primary target audience, the MSC workforce. You should be noticing by now that your command is receiving more copies each month, in a timelier manner. If that isn't the case, please let the editor know.

### Content

Findings: *Sealift* readers are happy with the newspaper's content. About 85 percent ranked news stories and the Commander's Perspective column as good, very good or excellent. Graphically, *Sealift* scored even higher, with 92 percent saying they liked the new layout

and 95 percent saying they liked the photography.

Next Steps: MSC will continue to provide coverage of key command achievements and day-to-day operations around the world. The goal will be to present this information in a graphically compelling, easily readable format.

### Command representation

Findings: A majority of respondents felt that their segment of the workforce was adequately represented in the newspaper. However, of concern, a full 46 percent of survey respondents felt that their segment of the command wasn't adequately represented in the newspaper. The biggest response came from the civil service mariners.

Next steps: Greater effort will be given to the development of photo feature stories about the seagoing operations of MSC's civil service-crewed ships. Toward this end, your help is needed. If

you're a civil service mariner, please help shed a little light on the important role that you and your shipmates play in today's U.S. military. Again, story ideas and high-resolution photography are needed. Please get the word to your Sealift Logistics Command public affairs officers, or to the editor

*Sealift's* Compass Headings column will continue to target MSC's 4,700 civil service mariners with information tailored to their specific needs, as well as updates on individuals receiving awards, being promoted or retiring. For more detailed information of this type, readers will be directed to the MSFSC newsletter at [www.msc.navy.mil/msfsc/newsletter](http://www.msc.navy.mil/msfsc/newsletter)

If you have any questions, concerns or story ideas, please feel free to contact the editor, Chris Johnson, either by phone at 202-685-5054, or by e-mail at [christopher.g.johnson@navy.mil](mailto:christopher.g.johnson@navy.mil)

# R Hitching a Ride



Navy mine countermeasures ship USS Gladiator is slowly pushed into the submerged cargo hold of Military Sealift Command-chartered float-on/float-off ship MV Condock V. Condock V is transporting the ship from Ingleside, Texas, to Bahrain to avoid excess wear and tear on Gladiator's engines. This is the seventh time MSC has orchestrated such a move.



MSC's heavy-lift specialist Tom Walters, left, and MSC naval architect James Kent examine supports underneath USS Gladiator.

Against a backdrop of gray skies, diving pelicans and playful dolphins, the black-hulled Military Sealift Command-chartered heavy-lift ship Condock V cut through

### James Kent, naval architect



"The delicate nature of Gladiator's hull ... made it very important to ensure that Gladiator was moved and stored carefully."

the cool air and calm waters of the Corpus Christi Channel on Dec. 11. Protruding from the top of Condock V's open-air cargo hold was the mast of a U.S. Navy ship.

The surreal sight of the 224-foot Navy ship piggy-backed on another ship was the culmination of a months-long

contracting and engineering effort led by MSC to move Navy mine countermeasures ship USS Gladiator from its homeport at Naval Station Ingleside, Texas, to Bahrain. Gladiator is one of the Naval Mine and Anti-Submarine Warfare Command's 14 active mine countermeasures ships and six active coastal mine hunters.

"It is best to transport Gladiator via heavy lift, because this reduces wear and tear on the ship during its nearly 10,000-mile journey, ensuring that it will not only arrive more quickly, but also operationally-ready," said Tom Walters, MSC's heavy-lift specialist.

MSC chartered Condock V in September 2006 after receiving the request to move two MCMs from Ingleside to Bahrain. "Sometimes it can be difficult to obtain a ship with the unique float-on/float-off capabilities needed to transport Navy vessels, but for this move we solicited far enough ahead of time so that we had good competition," said Ken Allen, MSC contracting officer. There are only 22 float-on/float-off ships operating worldwide, and they are often booked years in advance.

The 1,300-ton Gladiator was loaded onto Condock V Dec. 4 using a process called "float-on," which is used for cargo too large to lift by crane.

Condock V filled its ballast tanks, submerging its open-air cargo deck under about 32 feet of water. The Gladiator then was maneuvered into position over Condock V's deck with the help of pusher boats and lines. With Gladiator correctly positioned, Condock V pumped water from the ballast tanks, raising the submerged deck as Gladiator settled onto specially constructed supports. The process took about 12 hours.

"This move presented a unique challenge because it was a really tight fit. We only had about five feet of space between the Gladiator and the walls of Condock V's cargo hold," said Walters. "We did a lot of on-site calculations,"

said James Kent, naval architect and MSC's lead engineer on the move. "In addition to the tight fit, the delicate nature of Gladiator's hull, which is constructed of wood coated with glass-reinforced plastic sheathing, made it very important to ensure that Gladiator was moved and stored carefully," said Kent.

As the contracting agent, MSC coordinated the engineering effort with Naval Sea Systems Command and the commercial company that operates Condock V. An independent marine surveyor was also on hand.

The Condock V lift is the seventh float-on/float-off move orchestrated by Military Sealift Command for the U.S. Navy since 2000. The most well-known of these moves was the transport of guided missile destroyer USS Cole from Yemen to Pascagoula, Miss., following the terrorist attack in 2000 that ripped a 40-by-40-foot hole in the ship.

The British were the first to use the heavy-lift technology to move a naval vessel when they transported one of their Royal Fleet Auxil-

iary ships, which was heavily damaged during the Falklands War in 1982, home to England in 1984.

MSC's first float-on/float-off move is believed to be in 1988 during the Iran-Iraq war, when the guided-missile frigate USS Samuel B. Roberts struck a mine in the Persian Gulf while escorting Kuwaiti tankers. Roberts was towed to Dubai, where it was loaded onto heavy-lift ship Mighty Servant 2, which brought Roberts to Newport, R.I.

Gladiator will replace one of two Navy coastal mine hunters being decommissioned and transferred to Egypt. A second mine countermeasures ship is scheduled to be transferred via heavy-lift from Ingleside to Bahrain on another MSC-chartered Condock ship.

### Tom Walters, heavy-lift specialist



"It is best to transport Gladiator via heavy lift, because this reduces wear and tear on the ship during its nearly 10,000-mile journey."



Military Sealift Command-chartered MV Condock V crew members move a steel support structure into place underneath U.S. Navy mine countermeasures ship USS Gladiator.



Above: Navy mine countermeasures ship USS Gladiator sits on specially constructed supports inside the cargo hold of MSC-chartered float-on/float-off ship MV Condock V.



U.S. Navy mine countermeasures ship USS Gladiator rests securely inside the cargo hold of Military Sealift Command-chartered float-on/float-off ship MV Condock V.

## HQ • HIGHLIGHTS

MSC Flag Aide **Navy Lt. Will Buford** received a Navy Achievement Medal in a ceremony held Nov. 28. Buford earned the award for his service aboard dock landing ship USS Rushmore, his previous assignment.

**Navy Capt. Cynthia Varner**, MSC contracting director, received a Meritorious Service Medal at the same ceremony, for her service on the staff of the assistant secretary of the Navy for Re-

search, Development and Acquisition.

Sealift Program's **Andria Davis** was honored as the third quarter civilian of the quarter. Command, Control, Communications and Computer Systems Directorate's **Navy Information Systems Technician 2nd Class Ray Ellison** was named the third quarter sailor of the quarter.

The following people received their 10-year Length of Service Award:

**Robert H. Atlas, Shaun A. Kanak, V. A. "Ginger" Garbarini, Yarinett Souffrain** and **Ronald C. Wesley**.

Receiving their 15-year Length of Service Awards were: **Shah F. Abbas, Juanita J. Broennimann, Cynthia A. Minor, Melissa K. Morgan, David Nava, Michael V. Tisler, Archille E. Broennimann, Steven J. Delong, Wilton M. Dunton, John P. Hepp, Edward B. Salgado** and **Brendan R. Thompson**.

Receiving their 20-year Length of Service Awards were: **Kenneth D. Allen, Abdul "Rasheed" Khan** and **John "Gordon" Spicer**.

Receiving their 25-year Length of Service Awards were: **John J. Burkhardt, Kathleen D. Montgomery** and **Gladys G. Salyers**.

**David G. Ranowsky** received his 30-year Length of Service Award. MSC headquarters welcomes **Lamont A. Nowlin** to the Administrative Support Center; and **Silvia Molinillo-Coral** to Contracts and Business Management.

MSC bids farewell to Engineering's **Liem Nguyen**; Legal's **Dan Wentzell**; and Command, Control, Communications and Computer System's **William Murphy**.

Station Norfolk in November, two days after Kanawha. During Grumman's six-month deployment, it provided underway replenishment to 5th Fleet in support of U.S. Naval operations in the Persian Gulf, Arabian Sea, Gulf of Aden and the Red Sea. During this deployment Grumman supported NATO ships in Operation Steadfast Jaguar and supported U.S. naval vessels returning from Operation Neptune Warrior. Grumman steamed more than 45,000 miles and took part in more than 100 underway replenishment events, delivering more than 10 million gallons of fuel and more than 900 pallets of cargo and supplies.

A retirement ceremony for Sealift Logistics Command Atlantic's senior enlisted advisor, **Navy Master Chief Quartermaster Tom Stock**, took place Nov. 22 after his 30 years of service to the U.S. Navy. Stock has been the command master chief for the last year. As a Navy master diver, he was involved in many newsworthy events, such as the recovery of the remains and orbiter fragments of the Space Shuttle Challenger explosion; the recovery of John F. Kennedy Jr.'s downed aircraft and remains; and the recovery of the turret of the Civil War era iron-clad USS Monitor.

## ATLANTIC • LINES

Fleet replenishment oiler USNS Kanawha returned to Naval Station Norfolk on Nov. 18 following a four-month deployment — the vessel's second in 14 months. The ship provided stores to USS Enterprise, USS Roosevelt and USS Eisenhower carrier strike groups; USS Iwo Jima, USS Kearsarge and USS Wasp expeditionary strike groups; plus USS Mount Whit-

ney and Standing Maritime Groups 1 and 2. Kanawha steamed more than 21,000 miles and took part in more than 50 underway replenishment events, delivering more than 1,200 pallets of cargo and supplies while deployed to the Mediterranean Sea, Persian Gulf and Red Sea.

Fleet replenishment oiler USNS Leroy Grumman also returned to Naval

## MSC moves fire trucks to Afghanistan



Two firetrucks sit in the cargo hold of Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS Shughart while the ship was in Charlotte, N.C., Nov. 16. The trucks were being delivered to Mazar-i-Sharif Airport in Northern Afghanistan.

Since International Civil Aviation Organization standards require that international airports have adequate rescue and firefighting capabilities, Baltimore-Washington International Thurgood Marshall Airport donated the surplus 1988 Oshkosh trucks.

MSC worked with the U.S. Federal Aviation Administration to move the trucks so Afghanistan could begin rebuilding its civil aviation system.

## FAR • EAST • HAILS

**Navy Capt. Susan Dunlap**, Commander, Sealift Logistics Command, Far East and Capt. Tae-Wook Kim, Republic of Korea navy and chief of the Disaster Management Division, co-chaired the 41st annual Republic of Korea Flag Shipping Work Group Conference, Nov. 14-16.

**Navy Cmdr. Ron Oswald**, commanding officer of MSC Office Korea, and **Brian Tully**, SEALOGFE's director of plans, also participated at the conference, which was designed to strengthen Military Sealift Command's partnership with the Korean navy, Ministry of Maritime Affairs and Fisheries, Ministry of National Defense, and U.S. forces in Korea.

Oswald and Army Lt. Col. Joe Calisto, commanding officer of the U.S. Army's 837th Transportation Battalion, Surface Deployment and Distribution Command, co-hosted Korean army Maj. Gen. Yong-Shin Choi, commander of Korea's 53rd Infantry Division, Oct. 25. Navy Rear Adm. Sharon Redpath, vice commander of the Navy Expeditionary Combat Command and commander of Navy Expeditionary Logistics Support Group, visited Nov. 9.

Nov. 11-12, Oswald hosted **Pat Tully**, Military Sealift Command's deputy joint plans officer, and **Army Lt. Col. David Eskelund**, MSC's joint plans director, for port familiarization visits at Busan,

Gwangyang, Mokpo and Pyongtaek. Tours included briefings by port managers to showcase the growth in Korea's port infrastructure.

In other news from the Far East, Col. Tay Kian Seng, operations director for the Republic of Singapore's Navy and 10 other officers under his command visited roll-on/roll-off ship USNS Gunnersy Sgt. Fred W. Stockham while the ship was in Singapore, Nov. 6. The group, hosted by ship's civilian master **Capt. John Galgano**, toured the ship and received a briefing on ship operations by the embarked military detachment Officer-in-Charge **Navy Cmdr. John Braunschwig**.

**Navy Lt. Cmdr. Greg Haynes**, commanding officer of Military Sealift Command Office, Diego Garcia, presented certificates of appreciation on Oct. 24 to the contracted port operations team re-

sponsible for providing launch services from shore to MSC prepositioning ships anchored in the lagoon.

Sealift Logistics Command Far East welcomed **Navy Capt. Bob Kennedy**, MSC liaison officer to U.S. Pacific Command, Nov. 28-29. Kennedy met with Capt. Dunlap, as well as commander, Logistics Group Western Pacific Chief of Staff Navy Capt. Ed Falcon. Kennedy also toured fleet replenishment oiler USNS Tiptecanoe, hosted by ship's civilian master Capt. Garth Kirk.

SEALOGFE welcomed new administrative officer Navy Yeoman 2nd Class Roger Fry to the command in November.

Retired Navy Capt. Donald J. O'Shea passed away Nov. 18 in Las Vegas. Before he retired, O'Shea commanded both Military Sealift Command, Southeast Asia and Military Sealift Command, Far East.

## EUROPE • NEWS

Six MSC reserve units assigned to Sealift Logistics Command Europe participated in Exercise Sealift Familiarization Area of Operations Scenario Training Europe in Washington, D.C., November 16-18.

Personnel from SEALOGEUR 101, based in Quincy, Mass., and SEALO-

GEUR 102, based in Adelphi, Md., attended the exercise, while reservists from Expeditionary Port Unit 105, based in Wilmington, Del.; EPU 106, stationed in Baltimore, Md.; EPU 107, from in Raleigh, N.C.; and EPU 113, based in Fort Worth, Texas, participated online.

## chartered tanker Liberia delivers in Europe

*Oil tanker MT Libera approaches the coast of Cartagena, Spain, on Nov. 6, the day it was hired by Military Sealift Command to support tanker missions in the Mediterranean Sea.*

*MSC chartered the Malta-flagged ship for 30 days to help transfer and deliver fuel throughout the Sealift Logistics Command Europe area of operations.*

*Together, MSC government-owned tankers and chartered tankers like Libera deliver 90 percent of the fuel used by the military globally.*

*During its time hauling fuel for a handful of the 13 military fuel depots located in the European theater, Libera stopped in Spain, Greece and Turkey. In 30 days, the ship moved more than 27.7 million gallons of fuel.*



## COMPASS • HEADING

**Nikolaos Kritikos**, acting director of Ship Support Unit Bahrain, continues to press to complete hiring of personnel for the ship support unit. Current vacancies exist in the areas of finance, mechanical engineering and information technology. Although short-handed, SSU Bahrain provided support in November to fleet ocean tug USNS Catawba and fleet replenishment oiler USNS Tiptecanoe.

SSU Guam, in addition to supporting combat stores ships USNS Niagara Falls, USNS Concord and USNS San Jose and fleet replenishment oiler USNS Pecos, found the time to assist MSFSC in its civil service mariner recruiting initiative. **Navy Cmdr. John Eckardt** reported that of the 346 individuals who signed in at the November MSC Job Fair on Guam, 139 had merchant mariner documents. As the day came to

an end, 12 completed CIVMAR employment applications were submitted. The current tally of new CIVMAR recruits from Guam stands at 43 people.

**Louis Smith**, SSU Naples director, and his staff were busy in November assisting the USS Mount Whitney principal port engineer to prepare for the scheduled dry-docking of the ship.

**Mike Sullivan**, SSU San Diego director, and the San Diego crew have been busy throughout the month of November supporting or preparing to support repairs and shipyard periods for the following ships: Fleet replenishment oiler USNS Ericsson, fleet replenishment oiler USNS Kaiser, fast combat support ship USNS Rainier, ammunition ship USNS Shasta, hospital ship USNS Mercy and fleet ocean tug USNS Navajo. Port engineers were also aboard fleet replenishment

oiler USNS Guadalupe during the period to provide assistance to both ships force and the Shipboard Material Assessment and Readiness Testing team as the ship prepared for its SMART inspection.

USNS Tiptecanoe was also supported by SSU Singapore during November. Arriving in Singapore in late November, the ship was briefly dry-docked. Along with preparing the specification package for the yard period, **Navy Lt. Cmdr. Quentin Burns**, SSU Singapore officer in charge, and his personnel supported USNS Concord and fleet replenishment oiler USNS Walter S. Diehl.

Seven civil service mariners entered the retirement rolls in November. Fair winds and following seas to **Deck Engineer Machinist James M. Brown**, **Purser Francis Delacruz**, **Steward Utilityman Virginia Jackson**, **Supply Officer Elmer Abuel**, **Boatswain Mark Alford**, **Boatswain Mate Lawrence Bailey** and **Able Seaman William Koraska**.

Military Sealift Fleet Support Command wishes to congratulate the following petty officers upon their notification of advancement: **Jeremy Andel**, **Bryanlee Banaga**, **Charles Boyce**, **Clifford Brown**, **Shameeka Brown**, **Wendell Cadiente**, **Ashley Carroll**, **Brandon Carroll**, **Brandon Coss**, **Richard Eichele**, **Richard Flemming**, **Reynol Flores**, **Fredrick Foster**, **William Grant**, **Vanessa Horton**, **Parry Jerzak**, **Cecilia Jones**, **Corwin Jones**, **Preston Joyner**, **Kathryn Kelley**, **Crystal Kierum**, **Andrew Lang**, **Rachelle Larsen**, **Dustin Lyle**, **Jared McKean**, **David Mullard**, **Yanika Pongsudhiraks**, **Clint Reichenberger**, **Analilia Rosalesregalado**, **Demetrius Rose**, **Kasidy Sharp**, **Thomas Trudzinski** and **Alicia Wildman**.

For additional information from around the globe regarding MSFSC and MSC's fleet of government-owned/government-operated ships, please visit the on-line newsletter at [www.msc.navy.mil/msfsc/newsletter](http://www.msc.navy.mil/msfsc/newsletter)

ship USNS Concord, and **Navy Operations Specialist 2nd Class Rachel H. Cook** reported for duty aboard ammunition ship USNS Shasta.

**Navy Lt. Cmdr. Richard Tschiegg** retired after more than 20 years of military service. During the last three years with SEALOPAC, Tschiegg played a key role during the command's transformation process.

**Elmer Nagrampa**, assigned to the communication department, retired after more than 42 years of federal service. Nagrampa retired from the U.S. Navy in 1985 and has spent the last 21 years in

other federal government positions in San Diego.

**Navy Information Technician 2nd Class Michael Stack**, assigned to the communications department, was promoted to petty officer first class.

**Navy Operations Specialist Keith Sanders** re-enlisted for three years. He is currently assigned to the SEALOG-PAC military detachment, and he will later report to fleet replenishment oiler USNS Yukon. **Navy Electronics Technician Brian Cook** re-enlisted for six years and will report to fleet ocean tug USNS Navajo.

## PACIFIC • BRIEFS

**Dave Spilholtz** joins SEALOGPAC's logistics support team after serving more than 16 years on various MSC ships; **Larry Larson** joined the Operations Department after spending 10 years working for MSC in Bahrain; and **Tony Stafford** took over as facilities and security manager.

**Navy Chief Operations Specialist**

**Terry Glen Weatherly** and **Navy Electronic Technicians 2nd Class Ivey John Stallings** reported for duty aboard USNS San Jose. **Navy Chief Operations Specialist Kyle R. Graham** reported for duty aboard combat logistics ship USNS Niagara Falls. **Navy Storekeeper 2nd Class Verleo D. Quinajon** reported for duty aboard combat stores

# Future CIVMAR ship christened

## USNS Shepard getting ready for delivery to MSC in 2007

### MSC Public Affairs

USNS Alan Shepard, the Navy's newest dry cargo/ammunition ship destined for crewing by Military Sealift Command civil service mariners, was christened Dec. 6 during a ceremony at General Dynamics National Steel and Shipbuilding Company in San Diego. Shepard is expected to be delivered to MSC this summer upon completion of a series of tests and sea trials.

When delivered, Shepard will be crewed by 124 CIVMARs, part of the approximately 4,700-member seagoing federal workforce that operates the command's nearly 40 government-owned, government-operated ships. Prospective master Capt. Greig Hague said, "Shepard is a highly capable ship that will be an outstanding addition to MSC's fleet of combat logistic force ships. The ship will provide another opportunity for our CIVMARs to demonstrate their skilled seamanship, high productivity and ability to provide top service to the fleet."

The Lewis-and-Clark-class ship is named after Navy Rear Adm. Alan B. Shepard Jr. Like the famous explorers Meriwether Lewis and William Clark, for whom the first ship of the class was named, Shepard bravely volunteered to explore the unknown and became the first American in space.

"[This is] a good ship, named after a good man by a grateful nation," said John H. Sununu, former governor of New Hampshire, as he delivered the ceremony's principal address.



Navy Mass Communication Specialist 3rd Class Patrick M. Kearney, photo

Military Sealift Command dry cargo/ammunition ship USNS Alan Shepard slides backwards into San Diego Bay during a christening ceremony held at General Dynamics National Steel and Shipbuilding Company. Shepard is the third Lewis and Clark-class ship to be launched and is scheduled to join the fleet this summer.

Laura Churchley, Shepard's eldest daughter, served as sponsor for the ship. The launching ceremony commenced in time-honored Navy tradition when Churchley broke a bottle of champagne across the bow to formally christen the ship "Alan Shepard." About 600 people turned out for the ceremony.

USNS Alan Shepard is the third of the Navy's T-AKE 1 class. These combat logistics force vessels are intended to replace the T-AE 26 Kilaua class

### Capt. Greig Hague

"The ship will provide another opportunity for out CIVMARs to ... provide top service to the fleet."

ammunition ships, T-AFS 1 Mars-class combat stores ships and, when operating with T-AO 187 Henry J. Kaiser-class oiler ships, the AOE 1 Sacramento class fast combat support ships.

Designed to operate independently for extended periods at sea, the ship 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.

USNS Alan Shepard is 689 feet long, has an overall beam of 106 feet, a draft of 30 feet and displaces approximately 42,000 tons.

# Happy Holidays

## The holidays are a season of giving for MSC



Susan Roy and Dave Hatcher from Military Sealift Command's Strategic Planning office, in Washington, D.C. show off gifts the command donated to Walter Reed Army Medical Center. Since service members are sent to Walter Reed from the battlefield, most arrive without many basic personal items. The command donated more than \$1,000 worth of clothes and gifts.



Crew members from Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS Dahl donated Christmas presents and money to Guma Esperanza, a shelter for battered, abused and homeless spouses and children on Saipan. Originally, the crew wanted to use money the ship won as part of a quarterly safety award. When they learned that wouldn't be enough to help all the children at the shelter, many crew members made up the difference with personal donations. All 72 children got presents and the shelter was able to buy a tree, decorations and food to celebrate.