

April 2008

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



# ANTARCTICA

*Getting there is half the battle*

*By Toni Murphy, MSC Public Affairs  
Story and photos Pg. 4*

**INSIDE — MSC aids in satellite shoot down • MSC ships participate in Korean exercise**

# MSC's Guiding Document

## What We're All About

Remember these words from the Declaration of Independence? "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable rights, that among these are Life, Liberty, and the pursuit of Happiness."

Those words, written almost 240 years ago, have become a guiding document that we refer to and live by. For Americans, it's what we're all about.

Similarly, for some, the Ten Commandments are a guiding document. For the British, it's the Magna Carta; for many others around the world, the Bill of Rights from the Constitution is a guiding document.

What is MSC's guiding document? Until recently, we didn't have a single one-page description of what we're all about. But now we do, and it's inserted in this issue of Sealift.

While this one-page document is new, the Mission, Vision, Priorities, and Values it describes are not — they come from our long-term strategic plan, and from our long-standing MSC tradition. This document was the product of a committee of nearly 20 people that included representatives from headquarters, MSFSC, the SEALOGs, and ships' crews; it included civilian and military personnel, new employees and MSC veterans. Like the guiding documents of our nation's past, it represents the consensus of all our constituencies.

The purpose of this document is to help place in context the many things that take place at MSC every day, around the globe. Sometimes in these busy days, it's easy to lose track of the big picture — that's where guiding doc-



uments help us. They align us, they center us and they bring us back to our roots.

This document, with its clear and simple declaration of our Mission, our Vision, our five Strategic Priorities, and our five Values, lays out for us what

MSC is all about. Virtually everything we do can be tied back to one of these priorities or values.

Over the next few months, we'll work hard to ensure that everyone within MSC sees this document and "gets" what we're all about, and how what

they do fits into our Priorities and Values. The insert is a poster, and I ask that it be put up in every MSC office and on every MSC ship around the world. (For additional copies, please call Sandy Graham at 202-685-5055, or e-mail [Sandra.graham@navy.mil](mailto:Sandra.graham@navy.mil).) We'll also be sending out a PowerPoint presentation that details and explains each of the 12 bullets on the document, and I'll ask managers and leaders to review that information with their people.

Please take a look at the poster and make sure you understand what we're all about. Then, more importantly, help us all to focus our efforts and workday on achieving those Strategic Priorities, and on implementing those Values. For instance, we value our employees — what are we each doing every day to live up to that? We value accountability and responsibility — what are we each doing every day to really make that happen? Remember, this document is not only about what we want to be, it's about what we are today.

Thank you for your great work every day, and for your continued exemplary service. We are indeed living up to the ideals of this MSC guiding document; we are, indeed, "Mission-focused, value-driven." Thanks to all of you, MSC delivers, every day.

Keep the faith,

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

# MSC names Sailor of Year for 2007

By Gillian Brigham  
SEALOGEUR Public Affairs

"I'm still trying to grasp it. I'm not used to this. It's wild," said Navy Yeoman 1st Class Kevin Harden, still in disbelief a week after being named Military Sealift Command's Shore Sailor of the Year for 2007.

MSC's Sailor of the Year competition gives Sailors assigned to MSC commands worldwide the opportunity to be recognized for their commitment, hard work and leadership skills.

Harden, who represented Sealift Logistics Command Europe and Ship Support Unit Naples in the competition, was one of six Sailors nominated for the award.

The nominees were flown to MSC headquarters in Washington, D.C., for the ceremony hosted by MSC Commander Rear Adm. Robert D. Reilly Jr. in February.

Harden was unable to attend the ceremony in person.

"I just returned to Italy after attending my mom's funeral, and I didn't have enough time to fly back," said Harden.

Instead, Harden and SEALOGEUR Commander Navy Capt. Nick Holman tuned in to the proceedings via video teleconference.



Sealift Logistics Command Europe and Ship Support Unit Naples Sailor Yeoman 1st Class Kevin Harden participates in a video teleconference for the Military Sealift Command Shore Sailor of the Year ceremony Feb. 7, at which he was named MSC Shore Sailor of the Year 2007.

Harden didn't expect to win. "When they said the winner was 'YN1 Kevin Harden,' I couldn't believe what I was hearing. It was a total surprise," he said.

The recognition did not, however, surprise those who work with Harden.

"YN1 Harden is an outstanding leader and Sailor, a professional in every respect," said Holman. "He is the best of the best in Naples, and it is an honor to have him with us here on staff."

For Harden, who has been in the Navy for 18 years, the key to success is consistency and customer service.

"You have to help people and do your job the best you can, regardless of the circumstances," said Harden. "My mom used to say, 'Always do good, and don't worry about anything else. The good will come back to you.'"

After winning MSC Sailor of the Year, Harden's future goals include becoming a chief, getting his degree and helping the Sailors under him advance.

Beyond that, he has just one wish. "I wish that my mom could have been here to see and hear all of this. That would have been a wonderful moment."

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Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command 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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# MSC ships assist in satellite shoot down

By Sarah E. Burford  
SEALOGPAC Public Affairs

Two Military Sealift Command ships assisted in the U.S. Navy's interception of a 5,000-pound, non-functioning National Reconnaissance Office satellite over the Pacific Ocean Feb. 20.

MSC missile range instrumentation ship USNS Observation Island provided telemetry information. The ship, which can monitor objects in space, tracked the satellite and collected data on it both before and after the missile launch. Guided missile cruiser USS Lake Erie launched the SM-3 missile to intercept the satellite.

A second MSC ship, fleet replenishment oiler USNS Guadalupe, sortied from San Diego to support the mission. Instead of conducting a two-week repair period, the ship was given short-notice tasking and got underway with enough fuel to replenish the other ships involved in the operation.

Hours after the interception, Guadalupe provided about 160,000 gallons of fuel to Lake Erie and 114,000 gallons to guided missile destroyer USS Decatur.

In addition to Observation Island and Guadalupe, three MSC fleet ocean tugs stood by to recover debris.

"I'm proud that our MSC ships were able to support the intercept on such



U.S. Navy photo

A single modified tactical Standard Missile-3 launches from U.S. Navy AEGIS cruiser USS Lake Erie Feb. 20, successfully impacting a non-functioning National Reconnaissance Office satellite approximately 133 nautical miles over the Pacific Ocean, as it traveled in space at more than 17,000 mph.

short notice," said Capt. David Kiehl, commander of MSC's Sealift Logistics Command Pacific.

In late January, the U.S. government notified other nations that the satellite

was unresponsive and would make an uncontrolled reentry in late February or early March.

President Bush decided to bring down the satellite because of the likeli-

hood that the satellite could release hydrazine fuel upon impact, possibly in populated areas. The Navy modified three SM-3 missiles to strike the satellite.

## MSC ships, personnel support major Korean-defense exercise

By Edward Baxter  
SEALOGFE Public Affairs

Military Sealift Command personnel and ships demonstrated their ability to quickly respond to a breakout of hostilities on the Korean peninsula as part of Exercise Key Resolve 2008, which ended March 7.

Key Resolve, formerly called Reception, Staging, Onward Movement and Integration, is one of two major South Korean-defense exercises held each year to improve U.S./Republic of Korea combat readiness and interoperability. The change in the name reflects a shift to a Korea-led program.

MSC's ships were on-scene even before the official start to the exercise on March 2, bringing vital equipment and supplies to the coalition forces. Maritime Prepositioning Ship USNS 1st Lt. Jack Lummus, using its stern ramp, discharged nearly 200 vehicles, including M1-A1 tanks, Humvees, trucks and armored personnel carriers for the 3rd Marine Expeditionary Force Feb. 19-20 at port in Chinhae. Lummus also offloaded a container of equipment using one of its shipboard cranes.

On Feb. 26, MSC-chartered offshore petroleum distribution system ship MV Vice Adm. K.R. Wheeler demonstrated its ability to pump fuel to forces operating ashore where port facilities are inadequate or non-

existent. Wheeler can lay reinforced pipe from as far as eight miles offshore and pump fuel from a nearby tanker to land.

For the Chinhae demonstration, about 2,600 feet of pipe was deployed from Wheeler and connected to a hose from Lummus' Amphibious Bulk Liquid Transfer System, which is also designed to transfer liquid to shore. Combining the eight-mile pipe from Wheeler and two-mile hose from Lummus allowed the ships to reach as far as 10 miles.

In Busan, more than 40 Navy reservists assigned to MSC, along with active duty and civilian counterparts from Military Sealift Command Office Korea, trained in procedures to manage a massive influx of cargo ships should conflict break out on the Korean peninsula. MSC reserve personnel also trained with their U.S. Army counterparts.

"From concept to planning to execution, the integration of MSC with other commands participating in the exercise was flawless," said Navy Cmdr. Ron Oswald, commanding officer of MSCO Korea.

"We've had long days, but we learned to work with other MSC reserve units, and we have learned a great deal from each other," said Information Systems Technician 2nd Class Betsy Jenkins of MSC's Expeditionary Port Unit 113, based in Fort Worth, Texas.

Following the exercise, Lummus remained pierside to reload the Marine Corps cargo used during the field portion of the exercise, while Wheeler got underway for Guam. Both ships are assigned to Maritime Prepositioning Ship Squadron Three, operating near Guam and Saipan. The squadron includes 10 ships that carry equipment, fuel and supplies for the U.S. Marine Corps. Sixteen prepositioning ships like Lummus are strategically positioned at sea, laden with a variety of Marine Corps equipment and supplies, ready for rapid delivery ashore when needed.



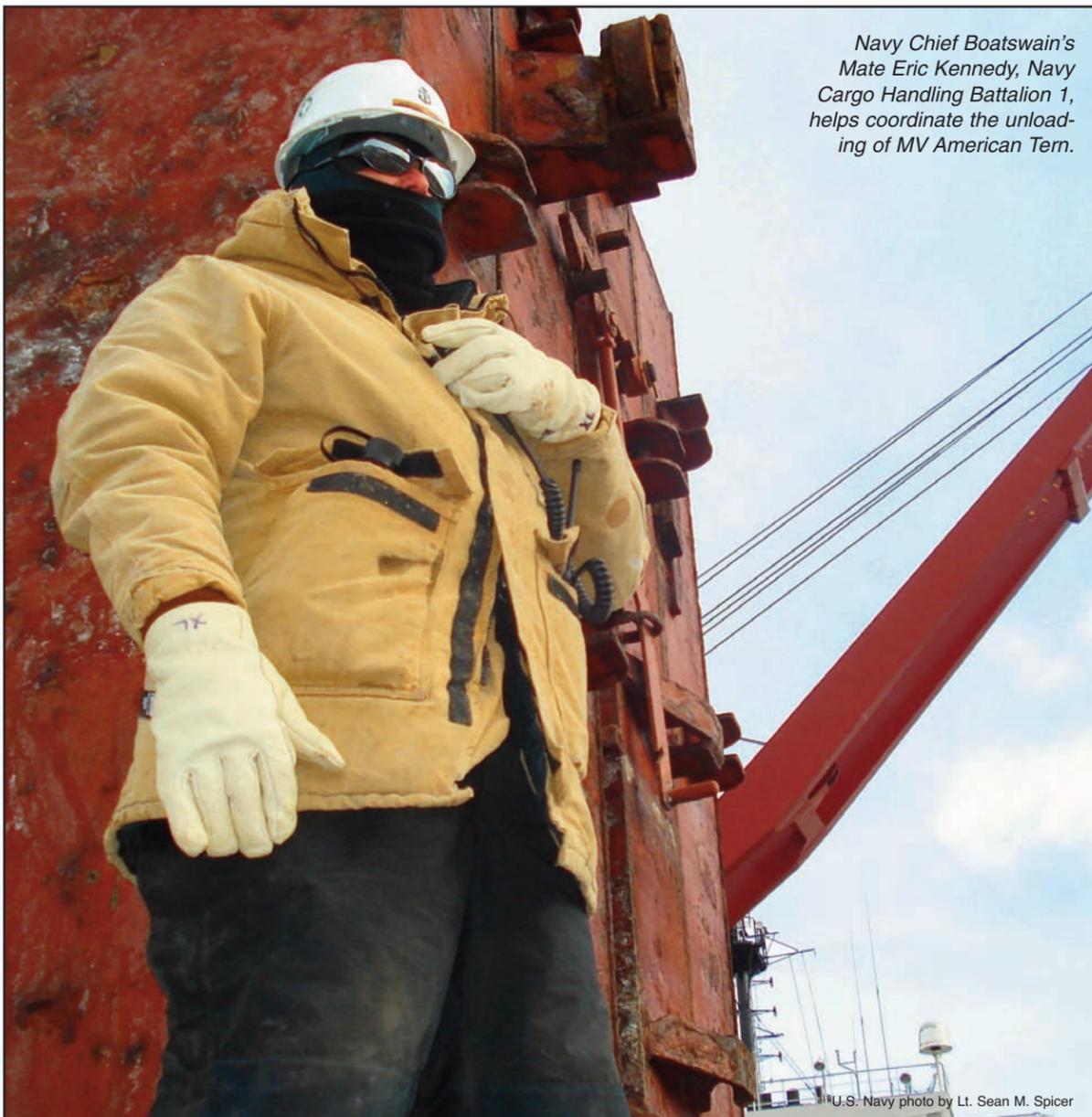
U.S. Navy photo by Edward Baxter

Military Sealift Command-chartered offshore petroleum distribution system ship MV Vice Adm. K.R. Wheeler, in the distance, pumps water from about a mile offshore into a pierside bladder as part of Exercise Key Resolve 2008 at Chinhae Naval Base in South Korea.



Escorted by Swedish icebreaker Oden, Military Sealift Command-chartered dry cargo ship MV American Tern leaves McMurdo Sound sailing toward New Zealand and then back to the United States with cargo, experiments and waste from McMurdo Station.

U.S. Navy photo



Navy Chief Boatswain's Mate Eric Kennedy, Navy Cargo Handling Battalion 1, helps coordinate the unloading of MV American Tern.

U.S. Navy photo by Lt. Sean M. Spicer



Off the shores of McMurdo Sound, Swedish icebreaker Oden carves a path through the ice Jan. 26.

U.S. Navy photo by Larry Larsson

Ice flows and treacherous weather pose challenges to Military Sealift Command's annual mission of resupplying McMurdo Station in Antarctica.

Cover: Navy Electrician's Mate 2nd Class Dyshawn Mitchell, Navy Cargo Handling Battalion 1, helps coordinate the offload of cargo from MV American Tern.

**By Toni Murphy  
MSC Public Affairs**

Military Sealift Command-owned tanker USNS Lawrence H. Gianella and MSC-chartered dry cargo ship MV American Tern delivered a year's worth of equipment, stores and fuel to the National Science Foundation's McMurdo Station in Antarctica in a mission that spanned from December 2007 to March.

This year, harsh weather and ice flows posed significant challenges. But the mariners prevailed, knowing that the 1,500 researchers and support personnel that live at McMurdo Station depended on them.

The mission was part of Operation Deep Freeze, the research station's annual replenishment of supplies during the short period of Antarctic summer. The cargo ranged from food and mail to construction resources and scientific equipment that sustains year-round habitation of the otherwise barren ice desert.

#### **McMurdo history**

MSC has been a part of this operation since McMurdo Station was established in 1955. Today, MSC is responsible for delivering about 70 percent of the dry cargo and 100 percent of fuel that is taken to Antarctica each year.

Built on the volcanic rock of Ross Island, McMurdo Station was established by the National Science Foundation and became the largest research station in Antarctica. The station marks the southern-most solid ground accessible by ship and the center of the U.S. Antarctic Program.

# Operation Deep Freeze

## Mariners overcome tough conditions to deliver on time



U.S. Navy photo by Capt. Robert Lee

The National Science Foundation relies heavily on MSC's delivery of fuel and supplies for its ongoing research projects.

This season, more than 150 studies are supported by the cargo and fuel delivered by MSC.

Some of these studies include changes of penguin populations, of atmospheric disturbances over the South Pole and of Earth's largest icebergs.

"We could not do the science we do without the fuel and without the supplies," said Peter West of NSF's Office of Polar Programs.

Like all ships that go to Arctic or Antarctic regions, Gianella and American Tern are modified with ice-strengthened hulls and machinery to withstand the harsh environment.

Both ships carry an additional "ice master" to assist the captain with the physical strains of maneuvering through the water around the ice on a 24-hour basis.

### **Gianella**

Gianella, which loaded cargo fuel in Greece in December, began the most difficult part of the journey to Antarctica when the ship departed Fremantle, Australia, Jan. 7.

This was the last stop the ship made before continuing more than 2,000 miles on its journey through the icy waters to McMurdo Station.

Within two days of leaving the port in Fremantle, Gianella faced intense storms, which brought gale-force winds, fog and 30- to 40-foot waves.

"While you're in the ice, the only thing that is constant is change," said Gianella's civilian master, Capt. Robert Lee.

In addition, the seas between Fremantle and Antarctica had about 50 percent more ice than they had in previous years, reaching hundreds of miles from McMurdo.

"[There were] huge slabs of ice nearly as tall as the ship that stretched for miles as far as the eye could see," Lee said. "As we passed into the area, you could definitely feel the ice gripping our hull and peeling the speed away."

The ship slowly moved along at 4-5 knots, but Gianella eventually found itself surrounded by nearly solid pack ice.

For the first time, an icebreaker was called to assist an MSC ship almost 500 miles from McMurdo. The Swedish icebreaker Oden, which was under contract to the National Science Foundation, had just finished clearing a 17-mile ice channel leading to McMurdo's ice pier in advance of Gianella's arrival. Oden moved to meet Gianella.

Within about 48 hours, Oden reached Gianella, cleared a 30-mile path through the band of pack ice and escorted Gianella to McMurdo, where the ships arrived on Jan. 28. Gianella delivered three types of fuel – JP5, AN8 and unleaded gasoline – to support the station's generators, vehicles, helicopters and research boats.

Once the nearly 6 million gallons of fuel were pumped from its tanks, Gianella was escorted back out by Oden.

### **American Tern**

While Gianella was transiting to McMurdo, American Tern was loading about 9 million pounds of cargo in Port Hueneme, Calif., before heading to Lyttelton, New Zealand, to pick up the rest of the station's supplies.

American Tern met Gianella and Oden on their outbound transit. Oden then escorted American Tern into McMurdo.

The ships arrived Feb. 8, and, as soon as American Tern's brow dropped, 59 Sailors from the Navy Expeditionary Support Group's Navy Cargo Handling Battalion 1 began offloading cargo around the clock. These cargo handlers competed for a chance to be part of the mission and arrived at McMurdo trained to operate shipboard equipment in the continuous sunlight of the Antarctic

summer. MSC's McMurdo representative, Larry Larsson, who had reported to the station weeks earlier to provide support for the MSC operation and act as a mediator between the ship and shore, and the ship's civilian mariners were also on hand to provide special assistance and troubleshooting if necessary.

In total, about 12 million pounds of equipment and supplies were offloaded. What was scheduled to take seven days took only five, despite temperatures that dropped to zero degrees. Once the offload was complete, Oden maneuvered within 20 feet of American Tern – which was still pierside – and received fuel.

### **The return**

Equally important to the supplies delivered to McMurdo Station was what American Tern removed from the continent. This year, nearly 5 million pounds of cargo – ranging from precious ice-core samples to waste that McMurdo Station accumulated over the year – was loaded onto American Tern before it departed.

The ice core samples allow scientists to study the composition of the atmosphere from hundreds of thousands of years ago to examine current global climate changes. And the transportation of waste off the continent – about 75 percent of which is recycled – is crucial in maintaining a pristine environment at McMurdo Station and adheres to international treaties.

"It's irreplaceable," said American Tern master Capt. Brian O'Hanlon about the vital operation. "If we don't get this cargo here, this place closes, and if we don't get the cargo back, it's all for nothing. It's a mission, not a job."

While Feb. 23 marked the official end of the Antarctic summer, it did not mean the end of the mission. Operation Deep Freeze continued into March when ice-core samples taken from McMurdo Station were offloaded from American Tern in Port Hueneme, Calif., March 11-14.

## HQ • HIGHLIGHTS

Military Sealift Command honored 10 federal employees for contributing over 200 total years of service to the federal government. **Mary Avery**, command, control, communications and computer systems, was awarded the Secretary of the Navy Career Service Certificate for 40 years of service; **Gregory Bodrick**, Special Mission Program, and **John Henry**, Sealift Program, both received 30-year awards; and **Frank Shukis** and **Leslie Robertson**, command, control, communications and computer systems, were honored for 25 years of federal service. Recognized for 20

years of federal service were **Joan Divens**, engineering, and **Antoinette Simms**, comptroller's office; a 15-year award went to **Diana Fischer**, maritime forces and manpower management; and **Robert Scofield**, engineering, and **Matthew Kane**, Prepositioning Program, were honored for 10 years of federal service.

**Richard Peck**, maritime forces and manpower management, received his Department of Defense Compensation Professional certification after completing an intensive, two-week program held in Southbridge, Mass., in February. The program covered

NSPS compensation fundamentals, base pay management, quantitative methods and market pricing. Richard is among a small cadre of Army, Air Force, Navy and other non-DOD government employees who will assist the DOD in developing compensation policies and guidance and provide MSC with NSPS compensation-related expertise.

MSC headquarters celebrated Black History Month by commemorating more than 18 years of partnership with Bowen Elementary school. The program, held on Feb. 26, featured guest speaker Principal Almeta Hawkins and the Bowen Elementary Step Team.

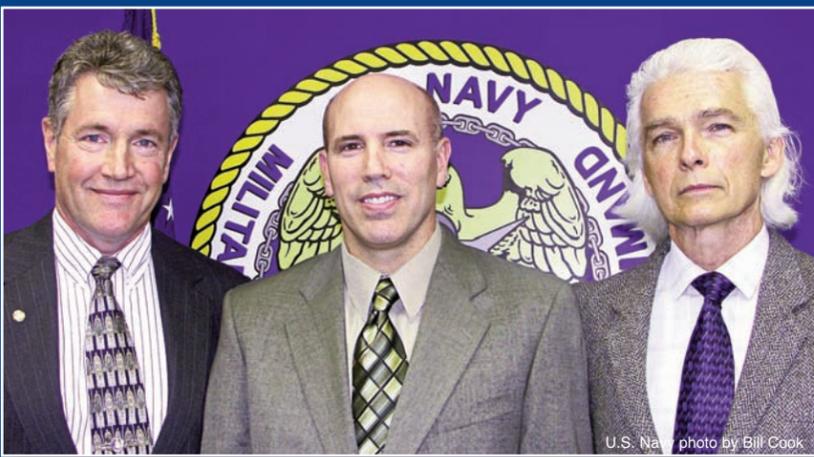
**Rosemary Heiss**, public affairs, received the MSC headquarters 3rd Quarter 2007 Civilian of the Quarter

Award, and Navy **Personnel Specialist 1st Class Felicia Brown**, maritime forces and manpower management, received the MSC headquarters 3rd Quarter 2007 Sailor of the Quarter during a ceremony in Washington, D.C., Feb. 27. **Rene Fry**, engineering, was also awarded the David Packard Excellence in Acquisition Award.

MSC welcomes **Margaret Oliver** and **April Mitchell**, comptroller's office; **Peter Passalacqua**, Sealift Program; Navy **Lt. Timothy Hannen**, maritime forces and manpower management; and Navy **Chief Yeoman Joe Acosta**, commander's office.

MSC bids farewell to **Cynthia Davis**, comptroller's office, and Navy **Chief Storekeeper Ferdinand Kho**, logistics.

## COMPASS • HEADING



Civil service master Capt. Edward Nanartowich (left) and Chief Engineer Douglas Puritis (right), senior crew members aboard Military Sealift Command hospital ship USNS Comfort during its four-month deployment to Latin America and the Caribbean in 2007, received the Meritorious Civilian Service Award March 6 in Norfolk from Military Sealift Fleet Support Command Director Jack Taylor (center). Nanartowich received the award for "outstanding leadership, navigation and ship-handling skills," and Puritis received his for "planning, foresight and experience that ensured power to propeller to get the complex ship to its next port on time every time."

Officers from the U.S. and Chilean navies received an in-port tour of Military Sealift Command fleet replenishment oiler USNS Big Horn. Key hosts for the event included civil service master **Capt. Steve Ferguson** and his crew and **Andrew Kallgren**, Military Sealift Fleet Support Command's civil service mariner workforce development division director. Chilean Navy Cmdr. Ronald Baasch, liaison to U.S. Fleet Forces Command, and U.S. Navy Lt. Jason Knox, USFF liaison officer program manager, learned about cargo handling capabilities, container capacity and civil service mariner crewing.

Navy **Cmdr. Robert Oakeley**, officer-in-charge of the military department aboard dry cargo/ammunition ship USNS Lewis and Clark, received the Navy and Marine Corps Commendation Medal in February for

distinguishing himself on Lewis and Clark's historic maiden deployment. According to the ship's civil service master **Capt. Randall Rockwood**, Oakeley demonstrated "superior leadership, logistic expertise, exceptionally high professional standards and unparalleled initiative as he sustained critical logistic support throughout the U.S. 5th Fleet."

Fair winds and following seas to these civil service mariners as they enter onto the retirement rolls: **Electronics Technician Hermin Castillo**, **Book/Baker Corinthia Morris**, **Assistant Cook Abelardo Prijoles**, and **Able Seaman Kenneth Rodgers**.

For more news of Military Sealift Fleet Support Command and our civil service mariners, visit our website and on-line newsletter: [www.msc.navy.mil/msfsc](http://www.msc.navy.mil/msfsc).

## Navy secretary names T-AKE 7, 8

By DOD Public Affairs

On March 4, Secretary of the Navy Dr. Donald C. Winter announced the naming of the seventh and eighth Lewis and Clark-class dry cargo/ammunition ships as Carl Brashear and Wally Schirra.

The selection of Carl Brashear, designated T-AKE 7, honors Master Chief Boatwain's Mate (Master Diver) Carl M. Brashear, who joined the U.S. Navy in 1948. He was a pioneer in the Navy as the first black deep-sea diver, the first black master diver and the first Navy diver to be restored to full active duty as an amputee, the result of a leg injury he sustained during a salvage operation.

After 31 years of service, Brashear officially retired from the Navy on April 1, 1979. Brashear was the subject of the 2000 movie "Men of Honor" starring Cuba Gooding Jr.

The selection of Wally Schirra, designated T-AKE 8, was chosen in honor of Capt. Walter "Wally" Schirra. Schirra was a U.S. Naval Academy graduate and former Navy test pilot who served in both World War II and the Korean War.

Schirra is honored as one of the original seven Mercury astronauts. He holds the distinction of being the only astronaut to fly in each of the Mercury, Gemini and Apollo programs. Schirra officially retired from the U.S. Navy and NASA in 1969. Schirra and the other original Mercury 7 astronauts were the subject of the 1983 movie "The Right Stuff."

The naming of Carl Brashear and Wally Schirra continues the tradition of the T-AKE Lewis and Clark-class of honoring legendary pioneers and explorers.

USNS Carl Brashear is planned for delivery in March 2009, and USNS Wally Schirra is planned for delivery in August 2009.

## PACIFIC • BRIEFS

Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd helped two private boats and their crews in trouble in the San Diego area Feb. 26. Coming to the end of its first 10-day underway period, Byrd received a Mayday call from a 26-foot recreational boat off the coast of San Diego. The call indicated that the vessel was on fire and in need of assistance. Byrd found the distressed vessel, which was receiving aid from the San Diego Harbor Patrol and a civilian boat. The police boat was fighting the fire and the civilian vessel had rescued the three crew members who jumped overboard to escape the burning boat. Byrd deployed a rigid-hull inflatable boat with six crew members to assist with the fire fight and help pump water from the craft. In addition to the fire call, Byrd responded to a second Mayday call from a civilian vessel. The single person on board reported that an intruding passenger who had jumped on board was threatening him with a knife. Byrd arrived at the scene just after the Coast Guard and ensured

the mariner's safety. "We have great equipment on board, and it's nice to be able to use it to help out the local community," said civil service **Capt. Robert Jaeger**, Byrd's master.

**Rear Adm. Robert O. Wray**, deputy commander, Military Sealift Command, visited Sealift Logistics Command Pacific and Ship Support Unit San Diego Feb. 28-March 1. While in San Diego, Wray spent time on MSC hospital ship USNS Mercy; dry cargo/ammunition ship USNS Richard E. Byrd; and large, medium-speed, roll-on/roll-off ship USNS Bob Hope. Wray also visited SEALOGPAC Reserve Expeditionary Port Unit 114.

The following SEALOGPAC personnel received letters of appreciation from Navy **Capt. David Kiehl**, SEALOGPAC commander, for their support of the unit's missions: **Bob Almarino**, **Thomas Brown**, **Philip Patton**, **Jennifer Ball** and **Michael Bryant** from operations; **David Spilholtz** from logistics; and **Gladys Miller** from the office of counsel.

## EUROPE • NEWS

Military Sealift Command fleet replenishment oilers USNS Kanawha and USNS John Lenthall were directed to join guided missile destroyer USS Cole off the coast of Lebanon Feb. 26. This comes during a political standoff over Lebanon's presidency.

"It's a group of ships that will operate in the vicinity for a while ... the presence is important," Adm. Mike Mullen, chairman of the Joint Chiefs of Staff said about the move. "It isn't meant to send any stronger signal than that. But it does signal that we're engaged, and we are going to be in the vicinity, and that's a very important part of the world."

MSC fleet replenishment oiler USNS Patuxent replaced USNS Laramie as the U.S. 6th Fleet duty oiler in February. After arriving in theater, Patuxent sailed to Africa's Gulf of Guinea to resupply guided-missile destroyer USS Bain-

bridge and guided-missile frigate USS John L. Hall, which were in the region supporting President Bush's visit to Africa Feb. 15-21. The president visited Benin, Tanzania, Rwanda, Liberia and Ghana.

Patuxent also anchored in Tema, Ghana, Feb. 14 to resupply dock-landing ship USS Fort McHenry, which along with the MSC-chartered high-speed vessel HSV-2 Swift has been operating in Africa since October 2007. The ships are participating in the U.S. 6th Fleet's African Partnership Station initiative. During this initiative, U.S. and partner nation naval personnel have been providing military training and humanitarian aid to West African nations in order to develop strong maritime partnerships in the region. While in Ghana, Patuxent transferred more than 150 pallets of non-governmental organizations' supplies to Fort McHenry.

## ATLANTIC • LINES

Military Sealift Command roll-on/roll-off ship MV Cape Knox loaded more than 28,000 square feet of cargo Feb. 19-20 in Charleston, S.C. The load, including mine-resistant, ambush-protected vehicles, is destined for troops supporting Operation Iraqi Freedom.

On Feb. 21-22, the Sealift Logistics Command Atlantic Charleston office arranged for the discharge of more than 20,000 square feet of cargo returning from Iraq aboard large, medium-speed, roll-on/roll-off ship USNS Seay.

From March 4-7, LMSR USNS Mendonca loaded about 500 MRAP vehicles destined for Iraq. This was the largest shipment of the mine-resistant, ambush-protected vehicles loaded on an MSC-controlled vessel to date.

**Rich Bolduc**, SEALOGLANT's Jacksonville, Fla., representative, visited LMSR USNS Sisler to layout attachment fittings for more than 340 containers. This will enable the ship to move more ammunition containers.

## CENTRAL • CURRENTS

Military Sealift Command fleet replenishment oiler USNS John Lenthall departed the U.S. 5th Fleet area of operations in February. Lenthall supported the USS Enterprise and USS Harry S. Truman carrier strike groups, USS Kearsarge and USS Tarawa expeditionary strike groups and other coalition naval forces. Throughout the deployment, Lenthall conducted 36 underway and 15 in-port replenishments, transferring more than 7.5 million gallons of fuel.

Fleet ocean tug USNS Catawba completed a maintenance availability period at a commercial Bahraini shipyard. As

part of the major overhaul, the tug spent several weeks in the company's floating dry dock. Having successfully completed post-maintenance sea trials, Catawba is once again ready to respond to emergent tasking in the 5th Fleet area of responsibility.

In February 2008, Sealift Logistics Command Central coordinated eight dry cargo operations, delivering and redelivering more than 1 million square feet of combat equipment. Additionally, the command's ships successfully moved more than 48 million gallons of fuel in support of operations Iraqi Freedom and Enduring Freedom.

## FAR • EAST • HAILS

A Military Sealift Command-contracted crew of nine merchant mariners sailed Army tug Maj. Gen. Nathanael Greene into Yokohama, Japan, March 3. The 128-foot, 924-ton tug normally crewed by 24 Army soldiers set sail Dec. 21 and underwent the two-month, 9,500 mile voyage from Virginia to Japan. The Army wanted to transport the vessel without tying up much-needed Army personnel, so the service turned to MSC to provide a solution. "MSC displayed its maritime flexibility to meet this unique requirement," said **Tim Pickering**, MSC cargo project officer. "We were able to respond quickly to the Army and to deliver the tug on time."

More than 50 Republic of Korea local and national media, as well as numerous international media, observed offshore petroleum distribution system ship MV Vice Adm. K.R. Wheeler demonstrate its off-shore pumping capabilities at Chinhae's Korean navy base Feb. 26.

The media pool also visited Maritime Prepositioning Ship USNS 1st Lt. Jack Lummus, hosted by civilian **Capt. Rich Horne** and Maritime Prepositioning Ship Squadron Three commander Navy **Capt. Ulysses Zalamea**. Lummus' **Chief Mate Dan Reed** led the group on a tour of the vessel and briefed the media on the ship's mission and capabilities.

Lummus also hosted Marine Corps Brig. Gen. Peter J. Talleri, commanding general, 3rd Marine Logistics Group, aboard the ship Feb. 26. The general toured the vessel, met with ship's civilian master Horne and Zalamea and had lunch aboard with Marines from the 3rd Marine Expeditionary Force — deployed to Korea as part of exercise Key Resolve 2008, one of two major Korean defense exercises conducted each year.

Feb. 8, Rear Adm. Carol Pottinger, commander, Expeditionary Strike Group Seven/Task Force 76, toured Wheeler at

White Beach, Okinawa. Ship's master **Capt. Rob Verret**, **Chief Mate John Souza**, and MSCO Okinawa operations officer Navy **Senior Chief Operations Specialist Richard J. Guilfoyle** led the admiral on the tour.

**Capt. Joe Souza**, master of Maritime Prepositioning Ship SS Maj. Stephen W. Pless, hosted Charles Cook, assistant deputy commandant, program and resources department, and fiscal director of the Marine Corps for a tour and dinner aboard the ship near Guam Feb. 22. While aboard, Cook was briefed on MPS Squadron Three's mission.

Navy **Cmdr. Ron Oswald**, commanding officer, Military Sealift Command Office Korea, visited Commissioner Soung-Soo Kim, chief of Korea's Namhae (southern region) area Coast Guard at his office in Busan March 4. Kim and Oswald discussed MSC operations on the Korean peninsula.

Navy **Capt. Susan Dunlap**, commander, Sealift Logistics Command Far East, hosted Leonard E. Thompson, deputy commander, Defense Supply Center Philadelphia, Pacific Region, in Singapore March 3. Thompson and Dunlap discussed supply issues pertaining to special mission ships in the U.S. 7th Fleet area of responsibility, as well as MSC prepositioning ships assigned to Diego Garcia.

Navy **Lt. Cmdr. Omar Jana**, commanding officer, Military Sealift Command Office Diego Garcia, welcomed Navy **Ensign Matthew McBride**, who replaces Navy **Lt. Brian Pickering** as the command's executive officer. Supply supervisor Navy **Storekeeper 1st Class Ubaldo Huaromo** reported aboard, as did operations officer Navy **Chief Boatswain's Mate Heath Breden**.

MSCO Diego Garcia bid fair winds and following seas to Navy **Chief Boatswain's Mate Reynaldo Macawili** and Navy **Storekeeper Seaman Matthew Rodriguez**.

# TRANSCOM deputy visits MSCO Kuwait

By Navy Lt. Lance A. Murray  
Expeditionary Port Unit 106

Vice Adm. Ann Rondeau, deputy commander, U.S. Transportation Command, visited the reservists of Military Sealift Command Office Kuwait and the crew of MSC large, medium-speed, roll-on/roll-off ship USNS Pililaau while the ship was in port in Ash Shuaybah, Kuwait, Feb. 18.

Pililaau left Charleston, S.C., with more than 200 mine-resistant, ambush-protected vehicles in December 2007. These MRAPs, designed to protect occupants from armor-piercing roadside bombs, were destined for U.S. troops in Iraq and Afghanistan.

The ship off-loaded its cargo in Kuwait Feb. 15-18. Rondeau kicked off her visit by having lunch

aboard Pililaau with the ship's officers, including the ship's civilian master Capt. Richard Malloy, and the commanding officers from the supporting commands based at the Port of Ash Shuaybah.

After lunch, Malloy gave the admiral a tour of the ship, including the bridge and cargo holds, where roll-on/roll-off military cargo, like MRAPs, is stowed.

In the middle of the tour, Rondeau took part in a surprise ceremony honoring MSCO Kuwait's commanding officer Navy Capt. John Cochrane.

On Pililaau's deck, the admiral presented Cochrane with a Meritorious Service Medal for his outstanding performance as commanding officer of Military Sealift Command Expeditionary Port Unit 106 in support of Sealift Logistics Command Central port operations, while also preparing the unit for a 10-month

mobilization to Kuwait. After the tour, Rondeau visited MSCO Kuwait's Mobile Sealift Operations Center, the base communications center where all of MSCO Kuwait's operations are coordinated and met with the officers and Sailors of MSCO Kuwait.

Rondeau then called on the Kuwaiti Harbor Pilot's office and met with Kuwaiti Port Authority Operations Manager Capt. Ali Abdullah. He and several other Kuwaiti pilots work jointly with U.S. Navy harbor pilots to dock all MSC ships sailing in and out of the Port of Ash Shuaybah.

"To have the deputy commander of TRANSCOM visit the Port of Ash Shuaybah while Pililaau was loading had a tremendous impact on all the players of the port. I can't thank Vice Admiral Rondeau enough for the time she gave us," said Cochrane.

# T-AKE 2 working hard during first deployment

By Gillian Brigham  
SEALOGEUR Public Affairs

Military Sealift Command dry cargo/ammunition ship USNS Sacagawea got underway for its first deployment Dec. 11 and since then has been busy in the U.S. Navy's 5th Fleet area of operations.

## Oil spill exercise

Just days after arriving in theater, Sacagawea took part in an oil spill response drill Feb. 5 at the Port of Jebel Ali in the United Arab Emirates.

MSC logistics ships operating in the area frequently stop in Jebel Ali to load supplies and fuel they need to deliver to U.S. Navy and coalition warships conducting maritime security operations in the Persian Gulf.

The purpose of the drill was to test the Port of Jebel Ali's fire/rescue/pollution squad response time to an

accidental oil spill while conducting fueling operations. The drill was organized by the commercial refueling company that loads MSC ships in the United Arab Emirates.

"Protection of the environment is a core Military Sealift Command operating principle and a responsibility we take very seriously," said Sacagawea's civil service master Capt. George McCarthy. "We share this responsibility with our partners at shoreside facilities. This exercise demonstrates our shared understanding of our responsibility and our commitment and ability to work together in its fulfillment."

For Sacagawea, the drill gave the crew a great opportunity to "test the effectiveness of our response procedures, our ability to communicate and effectively respond to situations like this," said McCarthy.

During the drill, Sacagawea simulated a leak in the cargo-loading arm, which caused fuel to spill over the side of the ship and onto the pier. The ship

alerted the response team, and the on-scene commander arrived within six minutes of the alert to assess the situation. The team successfully deployed absorbent pads and booms to contain the mock spill, and a fire truck and ambulance arrived to tend to potential fires or casualties.

"The active participation by Sacagawea's crew is highly commendable," said the fuel company manager Deepak Bhatia. "They demonstrated a high degree of professionalism and spirit in making this drill a success."

## Rescue at sea

Seventeen days later, Sacagawea rescued 10 Iraqi citizens from a sinking 250-foot coastal tanker in the central Persian Gulf.

The Bahrain-based maritime liaison office issued an alert that the North Korean-flagged MV Nadi was sinking and that the ship's crew needed assistance Feb. 22. Nadi, which was actively flooding, had been operating without power for a week, and its crew members were suffering from dehydration and exhaustion.

Sacagawea, which was conducting logistics operations in the area, arrived on-scene to help shortly after the distress call.

Aircraft from aircraft carrier USS Harry S. Truman's Helicopter Anti-Submarine Squadron 7 picked up the seamen and delivered them to Sacagawea, where they were examined by medical officers.

"Sacagawea's crew provided shower facilities, laundered the rescued crew's clothing and provided meals," said McCarthy. "Many crew members also generously donated clothing, outerwear and shoes."

MV Nadi's captain thanked Sacagawea's crew for giving them back their lives.

The helicopters transferred the Iraqi mariners to the United Kingdom's Royal Fleet Auxiliary landing ship dock Cardigan Bay Feb. 23. The next day, the mariners were transferred to the Iraqi navy for further transport to their country of origin.

This is the maiden deployment of Sacagawea, the second ship of MSC's new class of Lewis and Clark dry cargo/ammunition ships. Sacagawea is currently serving in the Middle East.

**Navy Lt. j.g. Christopher Lisk, Commander Task Force 53, contributed to this article.**



U.S. Navy photo

MV Nadi, a North Korean-flagged coastal tanker with 10 Iraqi crew members, takes on water one week after the vessel lost power. Military Sealift Command dry cargo/ammunition ship USNS Sacagawea rescued Nadi's crew Feb. 22.

# Survey ship visits Jakarta

By Edward Baxter  
SEALOGFE Public Affairs

Military Sealift Command oceanographic survey ship USNS Mary Sears visited Jakarta, Indonesia, Feb. 18-22, marking 30 years of bilateral cooperation in hydrographic surveying between the U.S. and Indonesian navies.

The visit also marked the first return of Mary Sears to Indonesian waters since the survey ship helped the Indonesian navy locate a commercial jet that crashed off the coast of Sulawesi in January 2007. Mary Sears found the Adam Air black box voice recorder, as well as scattered wreckage in water about 2,000 meters deep. USNS John McDonnell, one of six other oceanographic survey ships in MSC's inventory, also surveyed areas off Aceh, Indonesia, in early 2005 when a tsunami devastated the island of Sumatra.

"Indonesia and the United States have a long history of hydrographic and oceanographic cooperation," said Capt. John Cousins, commanding officer of the Naval Oceanographic Office,



U.S. Navy photo by Edward Baxter

Military Sealift Command oceanographic survey ship USNS Mary Sears' Chief Mate Andrew Swan gives a tour of the bridge to visiting Indonesian officers from the Jawatan Hidro-Oseanografi office, the equivalent of the U.S. Naval Oceanographic Office, at Tanjung Priok near Jakarta Feb. 20.

based at Stennis Space Center, Miss. "We hope our visit here to Jakarta will lead to even more cooperation between our offices in the future."

Since the first survey mission was conducted in 1978, it is estimated that the United States and Indonesia have

engaged in more than 200 survey missions around Indonesia — a vast archipelago of about 17,000 islands in Southeast Asia.

Mary Sears uses sophisticated technology to create three-dimensional maps of the sea floor, which are used

in military and commercial maritime navigation. The ship also uses sensors to measure water temperature, salinity and currents in the ocean.

"Our cooperation in conducting these surveys has led to increased safety of navigation, safety at sea, as well as the protection of our marine environment," said Indonesian navy Rear Adm. Willem Rampangilei, chief hydrographer of Jawatan Hidro-Oseanografi, Indonesia's equivalent of the U.S. Naval Oceanographic Office.

Other officers from Indonesia's hydrographic office observed technical equipment up close and saw hydrographic charts — one of which was produced when the Adam Air wreckage was found.

Rampangilei and Cousins spoke to more than 50 reporters in a press conference held aboard the ship, Feb. 20, at Tanjung Priok port just outside Indonesia's capital city. Members of the press and the Indonesian navy also took the opportunity to tour the ship, led by Chief Mate Andrew Swan, a merchant mariner who works for a private company under contract to MSC.