

August 2008

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



Military Sealift Command fleet replenishment oiler USNS Guadalupe refuels the aircraft carrier USS Kitty Hawk during the Rim of the Pacific exercise off Hawaii in July.



RIMPAC 2008

COMBINED AGILITY AND EFFECTIVENESS

See story and photos Page 4

INSIDE — MSC ships aid Philippine typhoon victims • Kilauea retires

Rising fuel costs mean fuel conservation challenges

A recent Associated Press article noted that fuel costs for U.S. troops rose 34 percent on July 1, the second such increase in the budget year.

Rising fuel costs — a common topic around the breakfast table — have become a common topic at the MSC conference table, too. That's because MSC's fuel price has gone up \$1.03 per gallon just since December. We're paying \$4.06 per gallon for F76 diesel fuel, marine. The budget wizards in the comptroller's office tell me this means that fuel, including our cargo fuel and our bunker fuel, will cost us \$140 million more this year than last. That's a hefty budget item for MSC, just like your own home heating and automobile fuel bills are big budget items for each of you and your families.

It's an issue that the Congress is mulling over, too. A bill recently passed by the House of Representatives aims to make many more ships in the U.S. naval fleet nuclear powered. The bill offers two incentives to do this: reducing fossil fuel costs and reducing the need to visit foreign ports for refueling, thus reducing USS Cole-type terrorist attacks.

The United States isn't alone in the fuel crunch, either. A June Associated Press article noted that the French navy called off three missions because of fuel price increases.

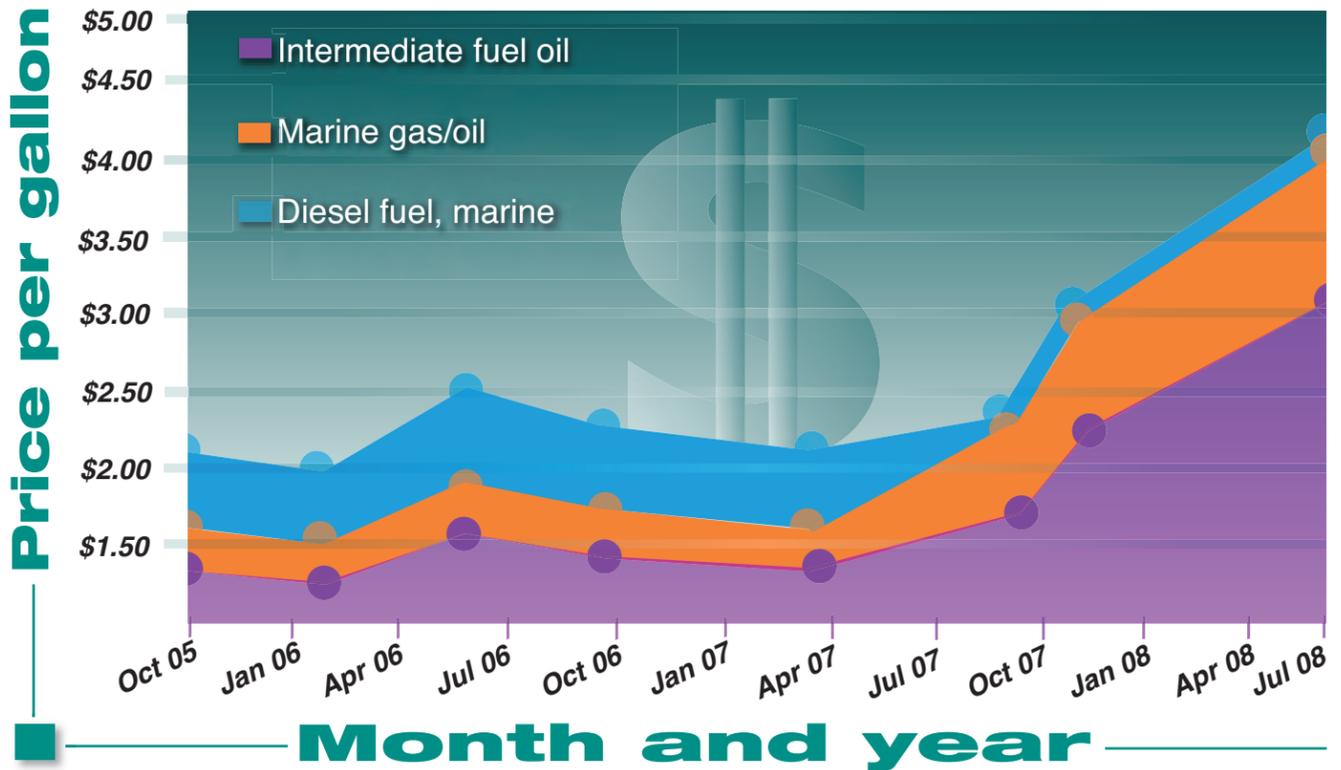
The rising cost of fuel, and its effects on our commercial partners in the transportation industry, has become a significant discussion topic throughout the military and commercial arenas. Among our commercial maritime partners, fuel price changes are occurring faster than companies can adjust their rates and operating schedules.

Mission impact

When MSC delivers supplies, equipment, food and fuel to customers, our rates are sensitive to fuel costs. Yes, costs are passed on to customers through our rates, but in the end, it's our tax dollars. Navywide conservation efforts have been in place for some time now, and we are seeing millions of dollars in cost savings or avoidance. There are two major programs. One is the Incentivized Energy Conservation (i-ENCON) Program; the other is the Fleet Readiness, Research and Development Program (FRR & DP). These programs are projected to save more than 1.14 million barrels of oil this year. That's a cost avoidance of more than \$157 million.

i-ENCON

The Navy i-ENCON program is a "meet the fleet" initiative that routinely meets with ship operators to review specific fuel-saving operational procedures. It's committed to reducing ships' energy consumption by 10 percent each year by providing ships' commanding officers and masters and ships' chief engineers energy-saving strategies and techniques and operations modifications. The strategies include "smart steaming," obtaining maximum fuel efficiency without impairing mission objectives. Techniques revolve around operating only the systems needed to support the mission, proper placement of ships' cargo and ballast to achieve balanced weight distribution, and more.



FRR & DP

Readiness, research and development aim at helping Navy ships, including MSC ships, to conserve fuel now and to find long-term fuel reduction solutions that enable us to meet mission requirements even when fuel prices go through the roof.

One of the initiatives is stern flaps for dock landing ships and multi-purpose assault ships that could yield annual cost avoidance of around \$6.3 million. Stern flaps, projecting parallel to the water from the ships' transoms, would make the ships more hydrodynamic, which would reduce the energy needed for propulsion. Stern flaps on destroyers, cruisers and frigates have generated significant annual cost avoidance, perhaps up to \$500,000 per ship based on today's oil prices.

MSC conservation efforts

Fuel economy within the MSC fleet is impacted by two major factors — operational requirements and engineering plant operations.

Operational efficiencies

For example, MSC's Naval Fleet Auxiliary Force is being driven hard to supply Navy combatants spread out all over the globe. There might be one combatant carrying out a mission 1,000 miles away from the task group to which it is assigned. Operational commanders, our customers, typically require our NFAF ships to deliver across great distances quickly. The mission may require the replenishment ship to use 7,000 barrels of fuel to deliver 18,000 barrels to the customer. That's not very efficient, but the mission has to come first. The terrorist threat to Navy ships in many ports precludes pierside fueling and on-load of stores. The bottom line is that we need to support the fleet wherever they may be whenever they need it.

We're working with fleet planners to educate them about the costs of operational decisions like the example above. It helps them understand how their decisions affect the cost of supplying the fleet, which they pay for through our rates. Better cost analysis will lead to better decisions, which will lead to reduced costs for MSC and the rest of the Navy.

At the same time, our crews know the most economical speeds that will maximize fuel conservation. When operations permit, we automatically shift to most economical hull speeds. We've issued a table that lists those speeds to all our ships. The values in the table are based on years of data collection, operational trend analysis and best ship-board practices. For instance, the most economical speed for fleet replenishment oilers, ammunition ships, dry cargo/ammunition ships and combat stores ships is 14 knots. For tugs it's 13 knots when not towing anything. Rescue and salvage ships, when not towing, do best at 12 knots. Fast combat support ships, on the other hand, do their best at 16 knots, while hospital ships are most economical at 7 knots.

Other underway techniques include bottom and propeller polishing and use of the newer, super-slick bottom paints that reduce drag.

Power plant efficiencies

Efficient engineering plant operations depend primarily on proper maintenance. Fuel efficiency improvements of just 3 percent could represent millions of dollars in savings across the fleet.

Keeping heat exchangers, air and fuel filters, and after coolers clean leads to better thermal transfer, more efficient fuel burning, and less wear and tear on the cylinder liners.

In the Prepositioning Program, most of the fuel we use is for power generation. Much of the time, our Prepositioning ships are anchored or in port, waiting for tasking orders. However, while not sailing, they do still have to maintain the combat equipment they carry at the temperatures and humidity levels specified by our customers. That requires air conditioning, which takes a great deal of power from the ships' generators.

Studies have proven that operating one diesel generator at 80 percent load is much more efficient than operating two at 40 percent. It's the way diesels are designed. Our prepositioning ship masters routinely run only those generators needed to meet power needs while operating at about 80 percent load. Of course, when at anchor, there aren't any propulsion needs, but when sailing, if one engine can be shut down and the second engine can run at 80 percent

load without affecting the mission, then more savings are generated.

Ideas needed

Have you got an idea on how to avoid or reduce fuel costs through technology, operating techniques or other means? If so, pass it up your chain of command. Fuel conservation is here to stay. And, it's smart business.

Keep the faith,

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

Sealift is an authorized publication for members and employees of the Navy's Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. government, the Department of Defense or the Department of the Navy. *Sealift* is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to Editor, *Sealift*, Military Sealift Command, 914 Charles Morris Court, S.E., Washington Navy Yard, D.C. 20398-5540; phone (202) 685-5055 or DSN 325-5055; fax (202) 685-5067; or via e-mail to sealift.editor@navy.mil. All photographic submissions must be sent via e-mail, express mail or parcel service.

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

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.



Printed on recycled paper



MSC ships help victims of typhoon in Philippines

By Edward Baxter
SEALOGFE Public Affairs

Military Sealift Command Maritime Prepositioning Ship USNS GYSGT Fred W. Stockham, fleet replenishment oiler USNS Tippecanoe and combat stores ship USNS Niagara Falls assisted in relief efforts after Typhoon Fengshen wreaked havoc in the central Philippines in late June. The typhoon, which packed winds of almost 90 miles per hour, caused heavy seas, mass flooding and mudslides.

At the request of the Philippine government, President George W. Bush ordered U.S. Navy ships to render quick response to assist the Armed Forces of the Philippines in relief efforts.

Niagara Falls, which was docked at Subic Bay, Philippines, when the typhoon struck, went into action.

“When we received orders to assist in the disaster, we had one day to order, receive and onload 168,000 bottles of water,” said Navy Ensign Stephanie Titus, the ship’s material control officer.

Once loaded, Niagara Falls was one of the first on scene to assist, sending water ashore to Kalibo on the northwest corner of Panay Island, one of the hardest hit areas in the Philippines.

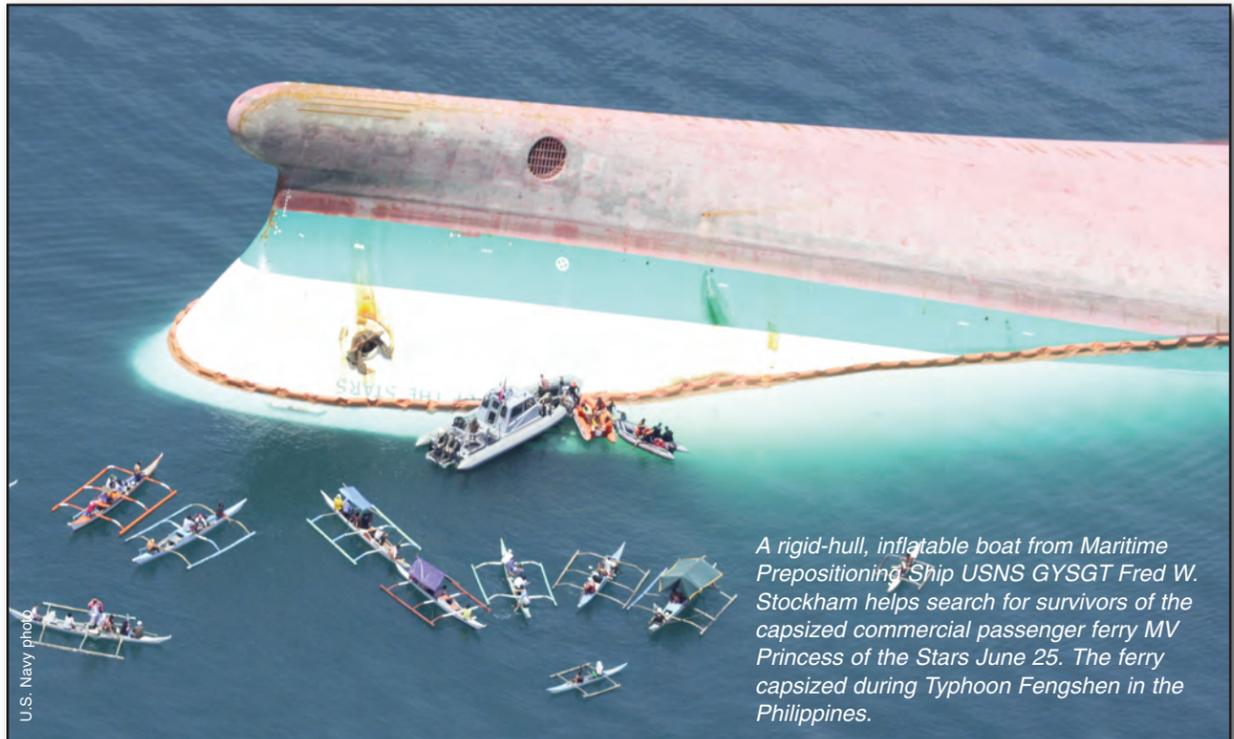
“The ability of the crew to react so quickly and work as a team was essential to rapidly get critical materials to support the cause,” said Niagara Falls’ civil service master Capt. Dan LaPorte.

On July 1, helicopters from the aircraft carrier USS Ronald Reagan picked up 3,600 water bottles from Tippecanoe — which is more commonly used to refuel ships at sea — and delivered the water to Roxas City and Kalibo airports on the island of Northern Panay.

A helicopter approaches combat stores ship USNS Niagara Falls June 29 to lift pallets of bottled water for delivery to Kalibo, Philippines.



U.S. Navy photo by Senior Chief Mass Communication Specialist (SW/NAC) Spike Call



A rigid-hull, inflatable boat from Maritime Prepositioning Ship USNS GYSGT Fred W. Stockham helps search for survivors of the capsized commercial passenger ferry MV Princess of the Stars June 25. The ferry capsized during Typhoon Fengshen in the Philippines.

U.S. Navy photo

Typhoon Fengshen caused more than casualties ashore. A commercial passenger ferry, MV Princess of the Stars, capsized June 21 with more than 700 passengers aboard when huge waves from the storm overtook the ship as it was sailing from Manila to a resort island in another part of the Philippines.

At the direction of U.S. Pacific Command, Stockham assisted.

Capt. Perry Seyler, civilian master, positioned Stockham about three miles from the partially submerged Princess of the Stars, which tilted and went belly up after running aground off Sibuyan Island. After the weather calmed June 23, Stockham’s crew launched rigid-hull, inflatable boats to look for any survivors. The crew also delivered nine Navy divers to the scene, where they

worked alongside Filipino coast guard divers to conduct an initial assessment of the wreckage.

Stockham’s embarked helicopters flew 34 total hours looking for survivors over 17,000 square miles of ocean. Some survivors were found in the water, and some were seen

stranded on a remote island. The helicopter crews relayed coordinates to the Filipino coast guard to assist the victims. Stockham’s helicopter transported one victim from Burias Island to Romblon Island for medical treatment.

In addition to helping with the search for survivors of the ferry capsizing, Stockham’s helicopters flew 36 hours supporting the Reagan Strike Group’s relief efforts on Panay Island — delivering 17,350 pounds of rice and other supplies ashore.

“We’re glad to be here assisting in any way we can,” said Navy Capt. Brad Smith, the officer in charge of Stockham’s military detachment.

As a result of the relief efforts, which concluded on July 3, MSC ships and the Reagan Strike Group delivered more than 519,000 pounds of supplies ashore.

The assistance provided by the strike group and MSC’s three ships was met with great enthusiasm by the people of the Philippines.

“We simply cannot put into words how grateful we are for your operational assistance,” said Gen. Alexander Yano, Armed Forces of the Philippines chief of staff.

“You joined us and made it all look very easy,” said Navy Rear Adm. James Wisecup, commander of Carrier Strike Group 7 in a personal message to the masters and crews of all three MSC ships. “You have eased the suffering of thousands.”

Inset photo: Filipino children wave and cheer July 1 as supplies of water and rice are delivered to their storm-ravaged village.



U.S. Navy photo by Mass Communication Specialist 2nd Class Jennie Campbell

Logistics fuels

Multifaceted role for MSC

By MSC Public Affairs

Beginning in late June, the sun-drenched, emerald waters off the Hawaiian Islands were a dramatic backdrop for the world's largest multinational military exercise: the U.S. Pacific Fleet's 21st biennial Rim of the Pacific, also called RIMPAC, exercise. From any vantage point — above, below and on the ocean's surface — an international array of military might was on display throughout the month-long exercise.

Nine nations' armed forces joined with the United States to increase military readiness and promote stability throughout the Pacific Rim region.

Eight Military Sealift Command-controlled vessels were among the 35 ships, six submarines and 150 aircraft that offered one of the biggest showcases of military interoperability anywhere on earth.

Nearly 300 MSC civil service mariners and more than 130 of MSC's Navy Reservists were fully integrated into the 20,000-strong RIMPAC participants from Australia, Canada, Chile, Japan, Netherlands, Peru, Republic of Korea, Singapore, the United Kingdom and the United States. Most of MSC's Reservists were assigned to cargo afloat rig teams aboard underway replenishment ships to assist with the refueling of RIMPAC ships. Other Reservists provided shore support.

MSC-controlled ships: providing logistics support

Although the massive aircraft carrier USS Kitty Hawk was the centerpiece of the U.S. Navy's participation in RIMPAC, all eight MSC-controlled ships provided the critical logistics backbone for U.S. ships and those of the nine partner nations throughout the exercise.

MSC's wide-ranging support to RIMPAC included services from underway replenishment to undersea surveillance. Crews included both federally employed civil service mariners, as well as civilians working for private ship-operating companies under contract to the government.

MSC's fleet replenishment oilers USNS Yukon and USNS Guadalupe maintained a furious pace throughout the exercise as they provided underway replenishment for Kitty Hawk and other combatant units belonging to both the United States and the other exercise participants.

MSC's fleet ocean tugs USNS Navajo and USNS Sioux and rescue salvage ship USNS Salvor conducted towing operations.

MSC's oceanographic survey ship USNS Sumner participated in mine-laying and recovery operations, as well as surveillance support.

MSC's ocean surveillance ship USNS Able provided support to submarine forces by using active and passive low frequency sonar arrays to detect and track undersea activity.

SS Cape Gibson, a modular cargo delivery system ship belonging to the Maritime Administration's 44-ship Ready Reserve Force, was activated and under MSC's operational control throughout the exercise. The ship provided underway replenishment of ammunition and medical supplies, as well as morale, welfare and recreation supplies.

Late-breaking change heats up requirements for MSC

Only a month before RIMPAC was scheduled to begin, the focal point for the U.S. Navy's participation changed. The nuclear-powered aircraft carrier USS George Washington experienced a fire aboard ship while off the coast of South America. Though the crew put forth a heroic effort and extinguished the fire, damage kept the carrier from participating in the exercise. The ship had to pull into Naval Air Station North Island in San Diego to undergo repairs.

With only weeks to go before the exercise, the conventional aircraft carrier, USS Kitty Hawk, which has a 4 million-gallon fuel capacity, was assigned to replace George Washington. The radically increased fuel requirements for Kitty Hawk versus George Washington meant that MSC's fleet oilers had a much bigger workload ahead of them.

"Having Kitty Hawk, the Navy's last conventionally fueled carrier, in the exercise added to the complexity and increased the tempo of our mission,"

Civil service mariners aboard fleet replenishment oiler USNS Yukon take a break to observe the RIMPAC scene July 8.

MSC ship participants

Fleet replenishment oilers

USNS Guadalupe

USNS Yukon

Fleet ocean tugs

USNS Navajo

USNS Sioux

Rescue and salvage ship

USNS Salvor

Oceanographic survey ship

USNS Sumner

Ocean surveillance ship

USNS Able

Modular cargo delivery system ship*

SS Cape Gibson

*Under MSC's operational control for the exercise

S RIMPAC '08



U.S. Navy photo by Mass Communication Specialist 1st Class James E. Foehl

Korean, Japanese and U.S. naval ships are moored at Naval Station Pearl Harbor June 27 preparing for exercise Rim of the Pacific 2008. Ten countries, including the United States, participated in the exercise.

said Capt. Joseph Trogdlen, civil service master of Yukon. "But we were ready for the challenge because the crew is so professional and dedicated to the job we do here."

Ready Reserve Force: ready when needed

For the RRF ship Cape Gibson, RIMPAC was an excellent opportunity to demonstrate how a ship ordinarily kept pier-side in reduced operating status can be activated on short notice, fully crewed and ready to get underway when needed.

Cape Gibson also successfully demonstrated its unique at-sea cargo-transfer capability, which is made possible by a modular cargo delivery system. The system includes a mechanized cargo transfer unit that acts as a combination elevator and winch, hoisting pallets of cargo into the air and then across wire lines strung between two ships sailing side-by-side.

Civilian Capt. John Larson, Cape Gibson's master said, "Normally, [Gibson] could be activated in a time of war or crisis to bring materials to the warfighters. In RIMPAC, we were able to bring Navy ships alongside for underway replenishments or vertical replenishments in a more controlled scenario, which allowed us all to learn from each other. That's really what these exercises are about."

Supporting the Maritime Strategy

At the heart of RIMPAC was a major commitment to the Maritime Strategy. The exercise allowed the U.S. military and its part-

ners to work together to protect maritime freedom as a basis for global prosperity. Recognizing that the world's oceans serve as the trade route lifelines of the world economy is central to the Maritime Strategy and an essential component to maintaining stability throughout the Pacific Rim.

During RIMPAC, collaboration between maritime forces was everywhere. On July 10, the Royal Singapore Navy frigate RSN Steadfast conducted a refueling at sea with MSC fleet replenishment oiler USNS Yukon, a major feat of interoperability. This was a rare opportunity since the Singapore navy does not have a fleet

oiler of its own. Thanks to preparations that began in January when MSC fleet replenishment oiler USNS John Ericsson participated in a three-day exercise with Steadfast and another Singapore frigate, the refueling operation was a success.

"Training with maritime forces of other nations and cultivating cooperative working relationships is absolutely essential in today's world," said Navy Capt. David Kiehl, commander of Sealift Logistics Command Pacific. "Military Sealift Command did an excellent job of highlighting our impressive capabilities and our flexibility in meeting mission requirements even in a complex international arena."

Sarah Burford, Sealift Logistics Command Pacific, contributed to this article.

HQ • HIGHLIGHTS

Military Sealift Command tanker USNS Lawrence H. Gianella and oceanographic survey ship USNS Bruce C. Heezen were recognized for outstanding safety that contributed to saving a life, a ship or other property by the Chamber of Shipping of America June 5.

Gianella received a Ship Safety Achievement Award Citation of Merit for rescuing 13 Cuban refugees stranded at sea in adverse weather on Aug. 2, 2007, and Heezen received a Jones F. Devlin Award for three years of injury-free service. Joseph J. Cox, CSA president, publicly recognized the skills and dedication of the women and men responsible for actions in keeping with the highest traditions of the sea.

Edmond Nguyen, comptroller's office, won the annual Individual Associates Award from the Assistant Secretary of the Navy, Financial Management and Comptroller for his outstanding customer support to the Naval Fleet Auxiliary Program. Assistant Secretary Douglas A. Brook presented Nguyen the award at the American Society of Military Comptrollers Professional Development Institute in May. He is the first MSC headquarters recipient of this prestigious honor.

MSC welcomes Navy **Cmdr. Lorenzo Williams** and **David Julian**, contracts and business management; Navy **Lt. j.g. Brendan**

Kelly, operations; **Irish Curry**, security office; **Johanna O'Neill**, **John Riedel-Alvarez** and **Yvette Collins**, maritime forces and manpower management; **Shay Grant** and **Loralie Pace**, command, control, communications and computer systems; **Steven Miller**, Positioning Program; **Mark Coggins**, Sealift Program; and **Catrina Freeman-Johnson**, administrative support center.

MSC bids farewell to Navy **Cmdr. Kenneth Broomer**, contracts and business management; **Trey Howerton**, Navy **Lt. Gary Hunter**, Navy **Cmdr. Leslie Cardenas**, Navy **Lt. Maxwell Cooper** and **Michael Azevedo**, operations; Navy **Chief Storekeeper Robert McAdoo**, joint plans, strategic studies and wargaming office; Navy **Storekeeper 1st Class Aaron Gilmore**, logistics office; Navy **Chief Information Systems Technician David Twyman**, command, control, communications and computer systems; **April Mitchell** and **Mark Butler**, comptroller's office; **Julius Toida**, engineering; **Marvin Wagner**, inspector general's office; **David Nava**, Naval Fleet Auxiliary Force; and Navy **Yeoman 1st Class Treva Alexander**, security office. Navy **Lt. Dan Sullivan** relieved Navy **Lt. Will Burford** as the aide to Rear Adm. Robert D. Reilly Jr., commander of MSC.

COMPASS • HEADING

Junko Howser from Military Sealift Fleet Support Command's facilities department received kudos from Adm. Jonathan Greenert, commander of U.S. Fleet Forces Command, for helping translate a briefing that was presented to Adm. Keiji Akahoshi, chief of Japan's maritime self-defense forces. MSFSC Director **Jack Taylor** also lauded her work: "Congratulations and well done! Your superb job translating the brief into Japanese was extremely well received. Nice work and big Bravo Zulu to you and to your family for your hard work, dedication and effort that truly made Mil-

itary Sealift Command, and our Navy, shine bright in the land of the Rising Sun."

Fair winds and following seas to the following civil service mariners as they enter onto the retirement rolls: **Purser Pablo Abiva**, **Chief Engineer James Kwang**, **Deck Engineer Machinist Romeo Adefuin**, **Purser Rodrigo Dejesus**, **2nd Mate Robert Melvin**, **Deck Engineer Machinist Leonardo Sarne**, **2nd Cook Juan Solis** and **Able Seaman Keith Webster**.

For more MSFSC and civil service mariner news, visit the Web site and online newsletter: www.msc.navy.mil/msfsc.

EUROPE • NEWS

Military Sealift Command-chartered ship MV Archangelos loaded equipment in Souda Bay, Greece, June 24-25 and discharged four days later in the Black Sea port of Poti, Georgia. The move supported Immediate Response 08, an exercise designed to improve interoperability of U.S. and Georgian armed forces.

Recep Ugraskan, an MSC headquarters marine transportation specialist intern, and Navy Reserve **Lt. Cmdr. John Woods**, a civilian master for a private company when not in uniform, supported Sealift Logistics

Command Europe in June and July by attending to dry cargo and tanker operations throughout the European theater in countries that included Georgia, Germany, Greece, Italy, Turkey and the United Kingdom.

SEALOGEUR welcomes **Matt Mueller**, the command's newest marine transportation specialist. Prior to arriving at the Naples, Italy-based command, Mueller served as a battle watch captain at MSC headquarters in Washington, D.C., from July 2005 to June 2007 while he was on active duty as a U.S. Navy Reserve officer.

MSCO Korea changes leadership

By Edward Baxter
SEALOGFE Public Affairs

Military Sealift Command's office on the Korean peninsula changed commanders June 29 aboard large, medium-speed, roll-on/roll-off ship USNS Pomeroy.

Sealift Logistics Command Far East commander Navy Capt. Jim O. Romano served as the U.S. Navy's principal speaker where Navy Cmdr. Christopher Cruz relieved Navy Cmdr. Ron Oswald as the commander of Military Sealift Command Office Korea.

Romano called Oswald "a creative, dynamic and enthusiastic ambassador for the United States." During Oswald's two-year tenure, more than 200 MSC ships made port calls in Busan. Oswald led the command's participa-

tion in four major Korean defense exercises. He also chaired an executive council of 30 joint U.S. and Korean military and local police and coast guard in a combined Busan area anti-terrorism council.

Oswald's next assignment is to participate in the Federal Executive Fellowship at the Potomac Institute for Strategic Studies in Washington, D.C.

Cruz is a seasoned naval flight officer with more than 2,500 hours in the cockpit of the S-3 Viking, an aircraft carrier-based jet. He completed deployments aboard aircraft carriers USS Theodore Roosevelt, USS John F. Kennedy and USS George Washington. Aboard Washington and Kennedy, Cruz flew missions in support of operations Enduring Freedom and Iraqi Freedom.



U.S. Navy photo by Mass Communication Specialist Seaman Chad R. Erdmann

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman refuels guided-missile frigate USS Underwood July 13 in the Atlantic Ocean during the Iwo Jima Expeditionary Strike Group composite unit training exercise.

FAR • EAST • HAILS

Navy **Capt. Jim O. Romano**, Sealift Logistics Command Far East commander, co-chaired the 2008 Korea Flag Shipping working group conference, June 23-25, in Pohang, Korea, along with Republic of Korea navy Capt. Tae Wook Kim, director of logistics and plans, office of the deputy chief of navy operations for logistics. Navy **Cmdr. Chris Cruz**, Military Sealift Command Office Korea commanding officer, attended, along with Navy **Cmdr. Paul Grgas**,

SEALOGFE operations officer, and **Doug Robison**, plans and policy officer. Established in 1981, the Korea Flag Shipping program is a bilateral agreement between the U.S. and Republic of Korea governments to use South Korean cargo ships in the event of a conflict on the Korean peninsula.

Romano met with Royal Navy **Cmdr. Nigel Race**, Royal Navy liaison officer to the Republic of Singapore and Britain's assistant defense advisor, June 18. Race, as the liaison officer,

serves as the harbormaster of the naval wharves at Sembawang, for which the U.S. Navy and Military Sealift Command are the biggest users.

Navy **Capt. Richard Daniel**, Maritime Prepositioning Ship Squadron Three commander, hosted Navy Rear Adm. William French, commander of U.S. Naval Forces Marianas, for a tour aboard offshore petroleum distribution system ship MV VADM K.R. Wheeler and Maritime Prepositioning Ship USNS 1st Lt. Jack Lummus. The admiral met with **Capt. Rob Verret**, civilian master of Wheeler, and **Capt. David Hagner**, civilian master of

Lummus, as well as the squadron staff members and the ships' crews, who work for private companies under contract to MSC.

MSCO Korea welcomes executive officer Navy **Lt. Cmdr. Ray Franklin**.

MPS Squadron Three welcomes Navy **Lt. Cmdr. Gene Franks**, who relieves Navy **Lt. Cmdr. Pablo Mir** as chief staff officer. Navy **Chief Operations Specialist Don Wilson** relieved Navy **Chief Operations Specialist Curtiss Hoff**. The squadron bids farewell to Navy **Lt. Elizabeth Harris**, materiel officer.

ATLANTIC • LINES

Rick Caldwell, Sealift Logistics Command Atlantic supervisory marine transportation specialist, led a U.S. Marine Corps delegation tour of large, medium-speed, roll-on/roll-off ship USNS Soderman June 24 in Newport News, Va. The delegation, headed by Marine Brig. Gen. Larry D. Nicholson, toured the Watson-class LMSR's cavernous decks and engine room. The ship is part of the new initiative that will replace the five LMSRs currently used for Marine Corps prepositioned equipment with two larger Watson-class LMSRs plus one container ship and a tanker.

Jack Davis and **Lyndon Flynn**, marine transportation specialists

from the SEALOGLANT office in Beaumont, Texas, traveled to Puerto Cortes, Honduras, June 19 to oversee the off-load of exercise New Horizons 2008 cargo from MSC-chartered ship MV American Tern. After the initial off-load, Davis and Flynn oversaw the loading of retrograde cargo bound for Beaumont where Davis supervised the discharge.

Richard Bolduc and **Al Dickerson**, SEALOGLANT representatives in Jacksonville, Fla., unloaded cargo from Maritime Prepositioning Ship MV Pvt. Franklin J. Phillips May 30. On July 15, Bolduc and Dickerson returned Phillips and another MPS ship, MV PFC William B. Baugh, to the ship owners. Baugh and Phillips

have been under contract to Military Sealift Command for more than 20 years in worldwide service carrying Marine Corps cargo.

Tom D'Agostino, SEALOGLANT representative to Charleston, S.C., assisted with the loading of 65,000 square feet of cargo aboard MSC-chartered ship SS Westward Venture in June. The cargo, which included 148 mine-resistant, ambush-protected vehicles, went to support Operation Iraqi Freedom.

In July, fleet replenishment oiler USNS Patuxent returned to Norfolk after a five-month deployment to the U.S. 6th Fleet operations area, during which the ship supported two major exercises and two strike groups. Patuxent transferred 10

million gallons of fuel and more than 900 pallets while underway for 24,300 miles.

SEALOGLANT welcomes **Joe Guivas**, who takes over its Beaumont, Texas, office after the retirement of **Charlie LeBlanc**. Guivas was previously assigned there as a marine transportation specialist before accepting a similar position with the MSC office in Rotterdam, the Netherlands, three years ago.

The command also welcomes **Earl Napier**, SEALOGLANT's new executive secretary, who replaces **Ceci Lafoe**. Napier joins the civil service crew after a distinguished 26-year U.S. Navy military career.

SEALOGLANT also welcomes student-hire **TaQuasha Wallace**, transportation clerk.



U.S. Navy photo by Senior Chief Mass Communication Specialist Andrew McKaskle

DIVER DOWN

Antigua Regional Security Service Ordinary Seaman Julio L. Charles prepares to dive and inspect the hull of Military Sealift Command rescue and salvage ship USNS Grasp July 10 while on a training dive during Navy Diver Global Fleet Station. Grasp's civil service crew and 14 embarked Navy divers are on a 90-day deployment to the Caribbean visiting seven island nations to take part in joint diver training.

PACIFIC • BRIEFS

Military Sealift Command dry cargo/ammunition ship USNS Alan Shepard welcomed aboard the ship namesake's daughters Lara Shepard Churchley, Julie Shepard Jenkins and Alice Shepard Wackerman June 25-26. While on board, the visitors saw an ammunition load with aircraft carrier USS John C. Stennis in the Southern California operations area.

Large, medium-speed, roll-on/roll-off ship USNS Bob Hope loaded 1,700 pieces of Army equipment in Anchorage, Alaska, and delivered

them to San Diego June 23. Following the off-load, the equipment was transported by semitrailer to the U.S. Army National Training Center in Fort Irwin, Calif. The equipment will be used in training exercises that prepare soldiers for missions in Iraq and Afghanistan.

Fleet replenishment oiler USNS Henry J. Kaiser completed a vertical replenishment of 40 pallets of supplies with the U.S. Maritime Administration's modular cargo delivery system ship SS Cape Gibson in San Diego

July 3. The supplies supported the Rim of the Pacific exercise held in Hawaii throughout the month of July.

Kaiser welcomed 11 students from the Mar Vista High School on board for a two-week employment period July 6-19. This Chula Vista, Calif., high school has partnered with MSC since 2002, allowing students the experience of working as mariners and living on MSC ships at sea. During this summer's underway period on Kaiser, student workers took part in the day-to-day routine of working on ships, which included underway replenishments with combatant Navy ships. The school's maritime academy program helps foster interest in mar-

itime careers like those available at MSC.

Sealift Logistics Command Pacific welcomes Navy **Yeoman 1st Class Sam Allen**, administration officer, and Navy **Operations Specialist 2nd Class Philip Ho**, operations department.

The command bids farewell to Navy **Chief Information Systems Technician James Seay**, senior enlisted advisor; Navy **Yeoman 1st Class Harry Kinchin**, administration officer; and Navy **Yeoman 1st Class Lorraine Willson**, operations support office. All departing military members received Navy Commendation Medals for their outstanding service and commitment to duty while at SEALGPAC.

CENTRAL • CURRENTS

Military Sealift Command fleet replenishment oiler USNS Kanawha departed the U.S. 5th Fleet area of operations following a successful four-month deployment in support of Operation Iraqi Freedom, Operation Enduring Freedom, the global war on terrorism and maritime interdiction operations. Kanawha supported the Harry S. Tru-

man and Abraham Lincoln Carrier Strike groups, Tarawa and Peleliu Expeditionary Strike groups and other coalition naval forces. Kanawha and its crew also contributed to the success of critical missions off the coast of Somalia during anti-piracy and other contingency operations. During the deployment, Kanawha conducted 57 underway and 12 in-port

replenishments and transferred almost 8 million gallons of fuel.

MSC fast combat support ship USNS Rainier, combat stores ship USNS San Jose, fleet replenishment oiler USNS Pecos and fleet ocean tug USNS Catawba continued to support 5th Fleet deployments in June by replenishing more than 659,000 square feet of combat equipment and moving more than 36 million gallons of fuel to the Abraham Lincoln Carrier Strike Group, Peleliu Expeditionary Strike

Group and other coalition naval forces.

The command welcomes Navy **Cmdr. Peter Ludwig**, who relieves Navy **Cmdr. Garrett Farman** as Mid-Atlantic Regional Maintenance Center detachment Bahrain officer in charge; Navy **Chief Warrant Officer Willie Shazier**, who relieves Navy **Lt. Andrew Davidson** as fleet ordnance officer; and Navy **Lt. j.g. Andrew Haley**, who relieves Navy **Lt. j.g. Michael Rigoni** as routing officer.

Kilauea deactivating after nearly 30 years with MSC

By Anna Hancock
MSC Public Affairs

Just a few miles outside of Subic Bay Naval Base, Republic of Philippines, Mount Pinatubo exploded in 1991 resulting in one of the world's largest volcanic eruptions and buried nearly half of Military Sealift Command ammunition ship USNS Kilauea in several feet of soot and ash. It took only a few days for Kilauea's crew to uncover the 564-foot vessel, coincidentally named after the world's most active volcano, and restore the ship's operations with minimal damage and no casualties.

Kilauea is believed to be the only MSC ship to have experienced a natural disaster of this type, and the crew's quick response proved that they could overcome any obstacle. The Mount Pinatubo eruption and many other precedence-setting events during the ship's 28 years of service to MSC will be remembered as Kilauea bids farewell to seafaring operations.

The long-serving ammunition ship is currently undergoing deactivation operations, which will be complete in September.

By 2015, MSC plans to replace ammunition and combat stores ships with 14 new Lewis and Clark-class dry cargo/ammunition ships that have up-to-date technology and enhanced replenishment capabilities. MSC has currently accepted delivery of five dry cargo/ammunition ships.

"'Killer' was always one of my favorite ships," said Dan LaPorte, who served on Kilauea in several different positions during multiple tours on the ship and now serves as master of MSC combat stores ship USNS Niagara Falls. "I learned a lot from some very talented people."

The grand old lady, as most people who have served aboard call the ship, is MSC's second oldest civil service-crewed ship and has had more than 8,000 crew members aboard during its nearly three decades of service.



Kilauea was commissioned as USS Kilauea in August of 1968. The ship participated in several Vietnam War campaigns. Then it transferred to MSC in 1980 with some concern from the military.

The sensitive nature of this ship's mission — transferring ammunition from ship to ship at sea — had never before been placed in civilians' hands.

It didn't take long for Kilauea's crew of approximately 125 civil service mariners, along with its military detachment of 24 Sailors, to demonstrate their skill in operating a U.S. Navy ammunition ship, opening the door for the acquisition of six more Kilauea-class vessels to transfer to MSC.

"Of all the ships operated by MSC, I would place this as the most challenging. We overcame demanding requirements to operate the ship, and MSC has proven its capability to operate Kilauea-class ships," said George Bruno, former port captain serving in 1981

while the ship was undergoing transfer to MSC. "With Kilauea's officers and crew of the highest quality and with the extensive training received, the ship was a success."

By 1982, Kilauea completed the transition from a military-operated vessel to a civilian-crewed ship and set out on its first civil service mariner-crewed deployment in the Western Pacific.

This initial deployment, which ended in 1992, was one of the longest deployments made by any MSC ship. Thereafter, the ship was rotated with other newly acquired ammunition ships throughout 7th fleet.

Over Kilauea's many years and thousands of miles steamed, the ship conducted wartime replenishment operations in the Persian Gulf War and Operation Iraqi Freedom and provided humanitarian aid in several other international crises.

"Kilauea is an impressive ship," said Andy Busk, former 1st and 2nd

engineer who served aboard Kilauea from 1997-2000.

He spoke of the crew's ability to not only successfully conduct its day-to-day operations, but to quickly respond to several ships in distress.

Busk went on to serve as chief engineer aboard ammunition ship USNS Shasta and now works in Military Sealift Command's Engineering Directorate, in Norfolk, Va.

Kilauea also participated in rescuing more than 50 mariners at sea and towing more than six ships to safety. Most agree that the ship has touched countless lives throughout the years.

"For MSC, Kilauea's deactivation marks the end of a historic chapter," said Al Edkins, assistant program manager for MSC's Combat Logistics Force ships.

"Kilauea and the generations of civil service mariners who have served aboard her can be very proud of their major contributions to the nation's defense."

SEALOGCENT welcomes new commander

By MSC Public Affairs

The command responsible for providing air and sea logistics to the U.S. Navy in the Middle East changed leadership July 17 at the Commander Task Force 53 Aviation Unit Warehouse in Manama, Bahrain.

Navy Capt. Stephen Kelley accepted command of Sealift Logistics Command Central from Navy Capt. Anthony Dropp, who has held the position since July 2007.

Kelley reports to SEALOGCENT from U.S. 2nd Fleet, where he served as deputy director of operations and plans (joint operations).

In his new role as SEALOGCENT commander, Kelley will also

serve as Commander, Task Force 53 and Commander, Logistics Forces, U.S. Naval Forces Central Command. In that role, he is responsible for coordinating the air and sea delivery of people, mail, cargo, fuel, ammunition and provisions to a fleet of 40-plus U.S. and coalition ships operating in Middle Eastern waters.

Under Dropp's leadership, the command oversaw the distribution of more than 137 million gallons of fuel to ships in theater as well as more than 877 million gallons of fuel to Department of Defense fuel distribution depots. The command also supported more than 1,600 air logistics missions and managed a daily average of 11 ships and 10 aircraft in theater.

"It has been a very rewarding tour," said Dropp. "Although I look forward to my next assignment, I will have fond memories of my friends and shipmates in 5th Fleet."

Following his tour at SEALOGCENT, Dropp will report to the Defense Intelligence Agency and Defense Language Institute in Washington, D.C., where he will receive training in preparation to assume duties as the Naval Attaché in Beijing, China, in the summer of 2010.

"I'm a lucky guy," said Kelley, in his address to his new staff. "It is my most sincere honor to take the reigns as your commander and the commander of the logistics forces in NAVCENT."



Capt. Stephen Kelley