

June 2008

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

# MERCY

## BEGINS PACIFIC PARTNERSHIP

*Story and photos Pg. 4*



**INSIDE —** President Bush awards MSC exec • MSC ships participate in joint exercises

# MSC values are a call to action

Mission-focused and value-driven — that's what it says at the top of our mission/vision document. It's what drives MSC. It's what defines us. But the "us" it defines didn't just appear. We evolved from four separate organizations that, at the end of World War II, controlled ocean cargo delivery.

In 1948, James Forrestal, our first Secretary of Defense, directed all water transportation be under Navy command. Shortly thereafter, the Military Sea Transportation Service, or MSTTS, was born. At the initial standup, MSTTS owned nine transports, 12 dry cargo ships and 16 tankers.

During the next year, the various sealift organizations dissolved and their ships were transferred to MSTTS. We've grown even more since then. Our name was changed, and our mission has evolved. But what hasn't changed in all the years we've been operational are our values.

Last month, we talked about MSC's strategic priorities and their impact on our organization and mission. This month, I want to show you how our five core values call us to action at all levels, from my office to the deck plates afloat and the desktops ashore.

## Our customers

First, we value our ultimate customers — the Soldiers, Sailors, Airmen and Marines who defend our freedom around the world. We want to make sure that the men and women serving our nation have what they need, when they need it and where they need it. In a contingency or war, MSC kicks into high gear, moving more than 90 percent of the warfighter's equipment into any given theater of operations. It's hard to be a defender of freedom without bullets, beans and black oil, or ammo, food and power. Getting that warfighting gear to the warfighter is the basis of our credo: MSC delivers. So far, for the global war on terrorism, we've de-

livered more than 12.4 billion gallons of fuel and almost 102 million square feet of dry cargo for our warfighters and allies. That's enough fuel to fill a man-made lake one mile across and 76 feet deep, and enough combat vehicles and other gear to fill a 2,430-mile-long supply train that would stretch from Washington, D.C., to Las Vegas. And we'll continue to deliver, on time, every time.

## Our people

Our employees are our most important asset. That's still my number one operating axiom, and it's an MSC core value. The world's oceans present a demanding operational environment. The key to being able to meet mission requirements in this environment is the community of people that is MSC. We're constantly working to create and maintain a work environment where our people enjoy what they do and the mission that we perform every day.

We want all our people to find their work fulfilling and worthwhile. It leads to a skilled and experienced workforce and contributes to successful mission accomplishment. We're encouraging this environment by fostering cross-functional and international exchange opportunities, recognizing exceptional performers, providing continuing education for both afloat and ashore personnel and re-evaluating our work processes and schedules.

## Innovation, responsiveness and efficiency

Our people are recognized, both externally and internally, for their efforts. MSC project teams have won DOD and Navy awards for logistics innovation with our commercial helicopter project, for fuel purchase management improvements and for fostering competition in the commercial maritime sector to support best-value contract awards. Afloat, our ships and crews consistently win Navy safety

awards and are routinely recognized by the United Seamen's Service as recipients of Admiral of the Ocean Sea awards for rescues and other feats of maritime excellence and bravery at sea.

Both afloat and ashore, our people have fostered a truly excellent reputation as the DOD's go-to outfit for maritime transportation challenges. Whether it's merging the needs of our warfighters with commercially available technology or rescuing stranded fishermen from a sinking boat, the ability of our people to look at a situation and find a solution is the foundation of MSC.

## Openness and measurement-based decision making

MSC has some great programs and ideas, and we're sharing them with the fleet. The diesel maintenance and repair program we developed has the potential to save the rest of the Navy millions of dollars. That's why we actively encourage our government partners to review and participate in the decisions that will affect our support for their missions. At the same time, we're balancing that approach with the measurements we collect to make sure we're applying the correct resources for each part of our mission.

The analysis of this data allows us to confidently recommend changes to our customers about their methods and to size our own fleet accordingly. A case in point is the transfer of some of our large, medium-speed, roll-on/roll-off ships from a down-sized Army prepositioning mission to Maritime Prepositioning Ships in support of the Marine Corps, providing newer, equally capable ships to replace older vessels.

## Challenging and professional work environment

We believe that challenging our people and providing a professional work environment leads to the innovation and

resultant efficiencies I mentioned a moment ago.

We continue to add new types of ships and missions as we pick up submarine tender duties and more dry cargo/ammunition ships. There's also the possibility offered by sea basing and the Navy's Global Fleet Station initiative.

I firmly believe that the dynamic nature of MSC's mission and the reach of our worldwide fleet provide satisfying challenges to our maritime professionals, afloat and ashore. We're out there on "the pointy end of the spear," part of the world's greatest Navy, defending freedom, democracy and our way of life. We don't just support what's going on; we're part of what's making it happen.

## MSC delivers

That's the bottom line. When you get a chance, listen to the Navy band's recording of the John Williams tune, "America The Dream Goes On." The last verse goes, "Though the voices are changing, the song's the same, as it sings from sea to sea. And as long as the music is strong and clear, we'll know that tomorrow will always be free."

That's the dream that MSC supports and upholds. That's why MSC delivers. That's why we hold our core values and priorities.

Now it's up to each of us to move that dream forward. We are mission-focused, value-driven patriots. We are MSC, and we deliver.

Keep the faith!

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

## President Bush presents MSC executive director highest civilian award

By Anna Hancock  
MSC Public Affairs

Richard S. Haynes, executive director of the U.S. Navy's Military Sealift Command, was recognized by President George W. Bush at an afternoon ceremony at the White House April 29. Haynes and 45 other Senior Executive Service members received the nation's highest civil service award, the 2007 Presidential Distinguished Executive Rank Award.

Less than 1 percent of the 7,550 members of the federal government's senior executive workforce are awarded this honor for exemplifying the ability to lead change and people; meeting organizational goals; strategically managing human, financial and information resources; and building coalitions. Eligible executives are nominated by their agency heads, evaluated by citizen panels and designated by the president.

Haynes' specific achievements were lauded by Senior Executives Association President Carol Bonosaro at an April 17 awards ceremony. Bonosaro noted that Haynes is responsible for one of the largest shipping "companies" in the world, operating more than 110 ships that support replenishment of U.S. forces worldwide. She continued by highlighting that MSC has supported Hurricane Katrina relief efforts, the victims of the Indian Ocean tsunami and the evacuation of 6,700 Americans from Lebanon.

"I'm the fortunate beneficiary of the dedicated work of the entire MSC workforce afloat and ashore," Haynes said. "I'm honored to be working with such a talented team, and I truly believe their efforts are the reason I received this award."

Each award recipient received a pin and a framed certificate featuring a gold emblem and the president's signature.



MSC Executive Director  
Richard Haynes

Haynes became MSC's executive director in March 1997. He was appointed to the Senior Executive Service by the Secretary of the Navy in 1985 to serve as the general counsel of MSC. In 1991 and 2001, he was awarded the Presidential Meritorious Executive Rank Award, the second highest civil service award.

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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  
                 Gillian Brigham, Naples  
                 Sarah Burford, San Diego  
                 Anna Hancock, Washington  
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.



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# FREEDOM BANNER • COBRA GOLD

## Prepo ships participate in Far East exercises

By Edward Baxter  
SEALOGFE Public Affairs

In early May, a young U.S. Marine corporal gripped the wheel of an amphibious assault vehicle as he drove it down the stern ramp of a giant Military Sealift Command ship anchored three miles off the coast of Chuk Samet, Thailand, onto a floating platform at sea. The platform served as a bridge to a powered lighterage that would ferry his vehicle and many others ashore for two multi-national exercises.

The Marine maneuvered his vehicle carefully with only a few feet to spare on either side. There was little room for error as he positioned his vehicle among several others embarked for a journey into port. This method of delivering military cargo ashore is especially valuable when undeveloped or war-torn conditions make it impossible for ships to pull pierside.

The Marine's amphibious assault vehicle was just one of 246 total pieces of Marine Corps rolling stock—including trucks, bulldozers, crane trucks and other wheeled and tracked vehicles—that was driven off MSC Maritime Prepositioning Ship USNS 1st Lt. Baldomero Lopez. In addition, 89 containers of ammunition and other supplies were offloaded from the ship at sea.

A second MSC prepositioning ship, USNS 1st Lt. Harry L. Martin, transported 10 floating platforms, which were pieced together with six floating platforms off Lopez to form a 180-foot by 63-foot floating roll-on/roll-off discharge facility.

The first exercise, Freedom Banner, began in late April and tested the Navy's and Marines' ability to offload heavy combat equipment and supplies offshore. The exercise provided valuable education and allowed the

Marines to field train with their Royal Thai Marine Corps counterparts.

Cobra Gold, the second exercise, began in early May and featured a multi-ship task force deployed in support of a United Nations-sponsored peacekeeping mission in Thailand. The exercise was designed to promote regional stability and security throughout Southeast Asia. Japan, Singapore and Indonesia joined Thailand and the United States for computer-simulated command post and field exercises.

### Offloading: a joint operation

Both exercises provided an excellent opportunity for diverse commands to work together to ensure the safe and timely offload of critical supplies needed by Marines ashore. MSC joined forces with Marine Combat Logistics Regiment Three, Naval Beach Group One, Navy Cargo Handling Battalion One and Amphibious Construction Battalion One.

"What's so valuable about these exercises is that you can really learn what others are doing," said Navy Lt. Cmdr. Richard Coleman of Expeditionary Port Unit 117. "It's all about understanding command relationships."

Crane operators from Navy Cargo Handling Battalion One offloaded containers onto lighterage positioned on both sides of Lopez. Cargo handlers on deck used two-way radio

communication and hand signals to help guide the containers aboard the narrow lighterage.

"The crane operators cannot actually see the lighterage from where they

sit," said Lopez's 2nd Mate Dwayne Riles. "To maintain the stability of the barge, you have to place the containers on just right."

### Putting pieces in place, getting the offload underway

On May 1, the major at-sea platform that was to be used for offloading cargo got off to a rocky start. Because of choppy seas, the discharge facility was assembled at the pier and then towed out to Lopez late that afternoon. Once it was in position, Lopez's stern ramp was lowered onto the platform and small amounts of cargo were discharged. Choppy seas continued to delay offload operations over the next few days.

On May 5, cargo operations resumed again as vehicles were driven down the ramp onto the discharge facility and onto the lighterage for transport to shore.

The last vehicle rolled down Lopez's ramp on May 8. Both Martin and Lopez will remain in Thailand through early June to reload their cargo and return to their squadrons.

Lopez is permanently assigned to Diego Garcia-based Maritime Prepo-

sitioning Ship Squadron Two, while Martin is assigned in the Guam/Saipan area with MPS Squadron Three.

"Our merchant mariners worked extremely well with all the different commands involved in the exercise," said Lopez's master Capt. Glen Walker. "They are all very seasoned in these types of operations."

### MSC reservists: key ingredient in exercises' success

MSC reservists also played an important role: 24 members from Expeditionary Port Unit 113, Fort Worth, Texas; EPU 117, Alameda, Calif.; EPU 112, Little Rock, Ark.; and Sealift Logistics Command Far East Reserve Unit 101, St. Louis, deployed in support of the exercises.

At Chuk Samet, some MSC reservists crewed a mobile sealift operations command center, a portable facility designed to operate and manage port operations even if port infrastructure is damaged or destroyed. Additional reserve teams arrived in mid-May to coordinate the back load of Marine Corps cargo.

"We wanted to gauge how well our reserves on-site at the port responded to challenging scenarios," said Navy Capt. Phil Delfin, EPU 117.

"Freedom Banner and Cobra Gold are indispensable to keep us current with the unique skills required to offload our ships at sea," said Mike Neuhardt, Maritime Prepositioning Ships project officer at MSC headquarters, Prepositioning Program.

"The ships' missions depend on demanding skills from a diverse group of professionals, military and civilian alike, and the experience gained goes a long way toward ensuring MSC's rapid response capability in times of crises."

**"Freedom Banner and Cobra Gold are indispensable to keep us current with the unique skills required to offload our ships at sea."**



Above: Lighterage from Maritime Prepositioning Ship USNS 1st Lt. Baldomero Lopez is offloaded by the ship's on-board crane during Freedom Banner 2008, a maritime prepositioning force training exercise in late April. More than 246 pieces of equipment and 89 containers were offloaded from the ship at sea and brought to shore by powered lighterage—a type of barge used to ferry cargo. The equipment offloaded from Lopez was deployed by Marines for their portion of Exercise Cobra Gold 2008 in Thailand May 8-21.

Right: A 7-ton truck is staged on the roll-on/roll-off discharge facility as a U.S. Marine Corps amphibious assault vehicle descends the stern ramp of Lopez during Freedom Banner.





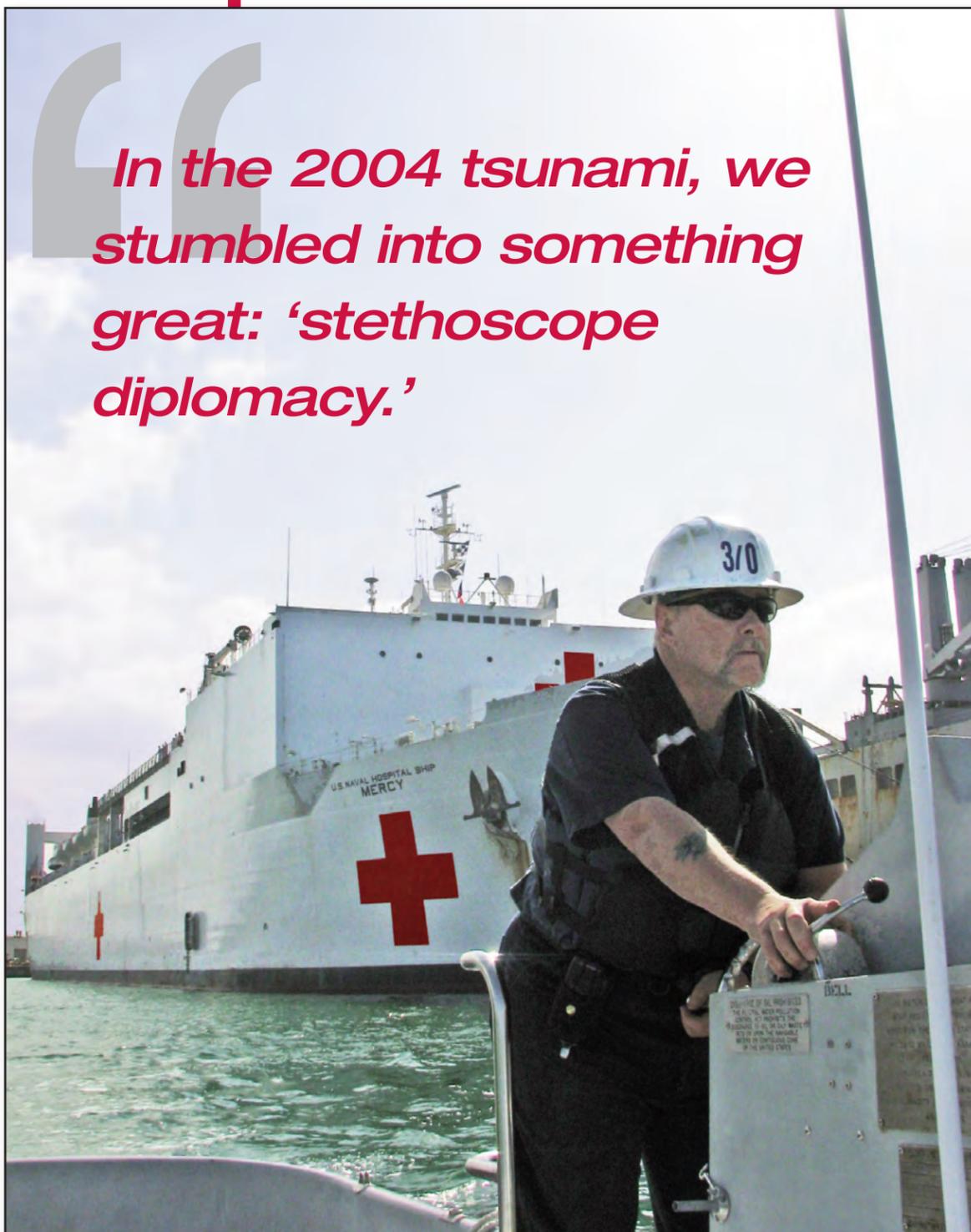
# Mercy begins



*Story and photos  
by Rosemary Heiss  
MSC Public Affairs*

On a cool, sunny day on Pier 1 at 32nd Street Naval Station in San Diego, waves of people climbed the brow of Military Sealift Command hospital ship USNS Mercy for the last time. They were the sons and daughters, mothers and fathers, husbands and wives saying goodbye to the mariners and Sailors who would spend the next four months underway for Pacific Partnership 2008.

*In the 2004 tsunami, we stumbled into something great: 'stethoscope diplomacy.'*



*Military Sealift Command hospital ship USNS Mercy 3rd Mate Rich Paramore drives one of the ship's two 33-foot utility boat, which will be used to transport patients between ship and shore during the four-month humanitarian mission.*

# humanitarian mission

The May 1 departure began the humanitarian, civic-assistance mission to Republic of the Philippines, Vietnam, Timor Leste, Papua New Guinea and the Federated States of Micronesia, though, because of Mercy's specialized capabilities, real-world contingencies could divert the ship from its mission at any time.

Pacific Partnership is a mission that will take medical, dental, veterinary, engineering and civic assistance to Southeast Asia and the Western Pacific to build on relationships that have developed during previous missions, such as the 2004 and 2005 tsunami relief efforts, Mercy's 2006 deployment and amphibious assault ship USS Peleliu's 2007 mission.

"In the 2004 tsunami, we stumbled into something great: 'stethoscope diplomacy,'" said Mercy's Chief Engineer Joe Watts, a civil service mariner with MSC.

Since then, civil service mariners, along with uniformed military personnel and nongovernmental organizations, have conducted humanitarian operations using Mercy and its sister ship Comfort, both 894-foot-long, white hospital ships.

During Mercy's 2006 mission, the ship visited the Philippines, Bangladesh, Indonesia and East Timor and stayed in each country for about seven days.

"Every time we take this ship out, we get smarter about how to use it," said civil service master Capt. Robert Wiley. "What we learned from the 2006 mission was that we could have stayed in each country twice as long and never run out of ways to help the people there."

For the 2008 Pacific Partnership mission, Mercy will serve as a platform from which U.S. and foreign militaries and nongovernmental organizations can coordinate and carry out the humanitarian and civic activities in each country for up to 14 days each.

Much of Pacific Partnership's aid will be medical. In addition to military medical personnel from the United States and other countries, nongovernmental organizations will embark throughout the mission. During the 2006 mission, these organizations brought surgical capabilities and equipment that solved medical problems, one of the most obvious being children's cleft pallets.

"Out of all the jobs we have, this is the one where you can see the difference," said Watts. "Seeing kids walking



As Mercy pulls away from the pier in San Diego, 2nd Mate Art Davis looks out from the deck to get measurements for navigating out of the bay. Civil service mariners will navigate the ship throughout Pacific Partnership 2008.

around with deformities that we can help is pretty cool."

"Is this a ship that's a hospital or a hospital that's a ship?" asked Wiley rhetorically. The 10-foot by 10-foot red crosses say it's a hospital, but the propeller that moves it at up to 18 knots says it's a ship.

"It doesn't really matter," he concluded. "We all work together to make sure the mission is successful."

The 67 civil service mariners aboard are responsible for the ship's navigation, propulsion and engineering services. During the ship's 18-month reduced operating status prior to the mission, 12 mariners maintained the vessel.

The mariners' experience aboard Mercy for previous missions, combined with their expertise of life at sea, enabled them to quickly get the ship ready for the mission.

The engineering department pretested and inspected equipment, ordered all the necessary spare parts, and transferred 350,000 gallons of potable water that would sustain the ship until it could start using its distillation plant to produce up to 300,000 gallons of fresh water a day.

According to Watts, refrigeration Engineer Eddie Uy, Electronics Technician Dave Rowley, Deck Machinist Emelito Kabalican and 2nd Assistant Engineer Bruce Johnson were largely responsible for the effort that also included making sure everything worked perfectly – including air conditioning, light bulbs and electrical sockets in berthing.

"I like to think of Mercy as a five-star hotel," said Watts. "I want our passengers – the doctors and nurses, non-

governmental organizations and the uniformed Navy – to have everything they need while they're here."

Because of Mercy's size, the ship will not be able to pull pierside in any of the countries, so in addition to engineering and navigation, civil service mariners will also operate two 33-foot boats to ferry people between ship and shore in all five locations. The other mode of ship-to-shore transport will be two embarked H-60 helicopters. The boats have twice the passenger capacity of the helicopters, so the boats will greatly increase the number of people who will benefit from the mission.

The concept of using the utility boats to transport patients was developed before Mercy's 2006 mission by civil service mariners from the deck department. During the 2006 Mercy mission, the civil

service mariners worked 14-hour days, transporting up to 600 people a day.

Boat operations are rigorous work for members of Mercy's deck department, but they love doing it, said 3rd Mate Rich Paramore, who smiled broadly as he talked about interacting with the people in the countries.

"[Able Seaman] Dale Witham – a gentle giant – always had swarms of kids around him because he'd hand out candy, and he'd patiently load older people who couldn't see into the boat," he said.

Though many of the civil service mariners are back on Mercy for the second or third time, some of them are new to the mission that is so different from other ships' in the MSC fleet.

"I've heard some of the stories about people who have been treated," said 3rd Assistant Engineer Spencer Pierce, who is on his first hospital-ship mission after spending his first year with MSC on an ammunition ship. "I'm anticipating a life-changing experience."



Mercy Engine Utilityman Bobby W. Waters welds a handle onto the new platform that the deck crew will use to move patients from utility boats into the ship. The new platform is more stable than that used during Mercy's 2006 deployment because it will lock into position on the side of the ship instead of floating on the water beside the ship.

## HQ • HIGHLIGHTS

**Diane Mathis**, 28-year MSC employee, was awarded the 2008 Komen National Race for the Cure Survivor of the Year Award in part for her tireless commitment to raising breast cancer awareness and for organizing a large contingent of race-day volunteers from MSC for 15 years. She has served as co-captain for MSC's volunteer race team, and her efforts have made MSC a household name at the Komen race headquarters.

MSC headquarters participated in the National Take Your Daughters and Sons to Work Day April 24 with a fun-filled morning of events. Guests enjoyed remarks from MSC leadership. The children took part in a scavenger hunt at the U.S. Navy Museum, Washington Navy Yard, and each received a commemorative challenge coin.

Public affairs specialist **Laura Seal** received one of the Navy's highest journalistic awards — an honorable mention in the Chief of Information's annual Merit Awards competition — which was an-

nounced in April. Seal's Sealift-cover story on USNS Comfort's 2007 deployment to Latin America and the Caribbean earned her one of the top awards for excellence in print and broadcast media by Navy commands and individuals. Hundreds of military and civilian personnel within Navy's public affairs community compete for these awards each year.

MSC welcomes **Kathryn Brinkley** and **Patrick Gardner**, contracts and business management; **William Johnson**, security office; **David Muller**, command, control, communication and computers systems; **Anna Archuleta**, Special Mission Program; **Cara Conlin**, counsel; **Patrick McMahon**, Sealift Program; **Joseph Harris**, operations; and **Luke Wisniewski**, engineering.

MSC bids farewell to **Jonathan Berman**, engineering; **Haywood Cutts**, Special Mission Program; **Misuk Choun**, Prepositioning Program; and **Bruce Leach**, Sealift Program.

## COMPASS HEADING

Continuing a Military Sealift Command tradition, embarked military crew members from combat stores ship USNS Concord participated in the Patriots' Day parade in Concord, Mass., April 21. Concord's participation in the event that celebrated the birth of our nation included Navy **Cmdr. Mark Dibble**, Navy **Storekeeper 1st Class Mordeaci Hawthorne**, Navy **Storekeeper 2nd Class Jermaine Adams** and Navy **Operations Specialist Seaman William Holterfrom**. At a luncheon following the parade, Dibble presented Concord Independent Battery Association President Bob Eaton an American flag flown over the ship during an underway replenishment. The flag was framed in a shadow box made by civil service mariners.

Civil service mariners and Sailors from command ship USS Mount Whitney supported their homeport community on Earth Day by cleaning up the waterfront at Gaeta, Italy April 22.

Five Military Sealift Fleet Support Command employees received the 2007 Navy Competition and Procurement Excellence Award in the team competition category: **Terry Wight**, Ship Support Unit San Diego; Navy **Cmdr. Burt Yordy** and **Bill Dugan**, Ship Support Unit Guam; and **Deidre Rumsey-Fisher** and **Kenneth Rye**, MSFSC headquarters.

**Sandra Dickerson** and **Kenneth Rye**, assistant counsel, received the Department of the Navy Meritorious Civilian Service Award — the third highest Navy honorary award for civil service employees. Working diligently to resolve legal issues associated with complex acquisition cases, protests before the Government Accountability Office and precedential issues unique to civil service mariners, Dickerson's and Rye's contributions were well deserving of the honors.

Fair winds and following seas to the following civil service mariners as they enter onto the retirement rolls: **Capt. Stephen Ferguson**, **Chief Engineer Edward Shirley**, **Radio Electronics Technician Mae Cruz**, **Utilityman Susan Braim**, **Able Seaman Gary Felts**, **Pumpman Bruce Hamilton**, **Utilityman Joel Hulleza** and **Able Seaman Albert Scott**.

It is with sadness MSFSC reports the passing of **Supply Utilityman Jaime Ventura**, a civil service mariner aboard combat stores ship USNS Spica. Ventura passed away April 18 in Chesapeake, Va.

For more news of MSFSC and civil service mariners, visit the Web site and online newsletter: [www.msc.navy.mil/msfsc](http://www.msc.navy.mil/msfsc).

# MSC ships perform rescues at sea

### By MSC Public Affairs

Military Sealift Command has a long-standing tradition of helping mariners in distress by providing medical assistance, engineering assistance as well as search and rescue. Naval Fleet Auxiliary Force ships recently performed two rescues.

#### San Diego Bay rescue

MSC fast combat support ship USNS Bridge rescued a man floating



U.S. Navy photo

outside the San Diego Bay on a disabled Jet Ski in mid-April.

At about 3 p.m., Bridge received a call from the U.S. Coast Guard and immediately dispatched one of two embarked helicopters to search nearby waters.

The helicopter crew located the missing man at 3:45 p.m. and dispatched a rescue swimmer, who raised the victim into the helicopter on a hoist.

Minutes later, the man was taken aboard Bridge, where he received a medical evaluation while the helicopter was refueled. The man was then airlifted to a local San Diego hospital for treatment of hypothermia.

Bridge had just completed an exercise with the USS

Ronald Reagan carrier strike group at the time of the rescue. The ship does not always operate with embarked helicopters but did so in support of this exercise.

#### Gulf of Aden Rescue

A few weeks later, MSC fleet replenishment oiler USNS Kanawha assisted the crew of a ship in distress in the Gulf of Aden May 4.

Dunia, a 15-meter dhow with a crew of 10, experienced a serious engine problem, leaving it unable to operate at sea. Kanawha, which was nearby, responded.

Kanawha engineers went aboard the dhow to troubleshoot the problem. Once they determined repairs



U.S. Navy photo

would need to be completed ashore, Combined Task Force 150 sent their nearest ship, USS Shoup, to tow the dhow toward Yemeni territorial waters, close to Al Mukala, where a tugboat was waiting to bring the small boat pierside.

The dhow arrived in Yemeni territorial waters May 6. Kanawha and Shoup provided the dhow's crew with food, water and medical support.

## FAR • EAST • HAILS

Navy Reserve personnel who deployed in support of Exercise Freedom Banner/Cobra Gold in Thailand helped a local middle school May 6. Sponsored by the local Pattaya Navy League, 13 Navy personnel assigned to Military Sealift Command reserve units teamed up with Sailors from dock landing ship USS Germantown to brighten a wing of the 600-student Tung-Ka School, located just outside

of Pattaya, Thailand, with a fresh coat of blue and green paint. Each reservist donated the equivalent of \$10 to help buy paint, brushes and rollers. Reservists also helped to clear a path blocked by rocks and other debris.

MSC reservists' efforts went well beyond painting. They raised funds and purchased more than 400 pounds of rice, as well as first aid kits, for an impoverished rural community just out-

side of Pattaya. Sailors delivered the rice April 18 to the town of Khao Mai Kaew and were able to meet with local residents celebrating Songdrin, the annual Thai New Year celebration.

In other news, Commander, Sealift Logistics Command Far East Navy **Capt. Jim Romano** promoted **Yeoman Seaman Joe Ayala** to his current rank in a ceremony held at SEALOGFE headquarters in Singapore April 15.

Navy **Cmdr. Ron Oswald**, commanding officer, Military Sealift Command Office Korea, along with Navy **Command Chief Ken Wasserman**

and administrative officer Navy **Chief Yeoman Rick Pettis**, met with Master Chief Petty Officer of the Navy Joe Campa Jr. April 14. Campa was visiting Commander, Fleet Activities Chinhae Navy Base at the time.

On April 16, Oswald attended the Korean American Busan Association meeting. KABA is an association designed to foster and develop strong ties between U.S. and Korean communities in Busan.

SEALOGFE bid fair winds and following seas to Navy **Lt. Victor Cirilo**, Special Mission Ship program officer.

## EUROPE • NEWS

Military Sealift Command fleet replenishment oiler USNS Patuxent participated in Exercise Phoenix Express 2008 April 14-19 in the Mediterranean Sea. The oiler joined amphibious assault ship USS Nassau, amphibious transport dock USS Nashville and ships from seven other nations, including Algeria, France, Greece, Morocco, Portugal, Spain and Turkey. During the exercise, which was aimed at improving regional cooperation and maritime security operations, Patuxent conducted underway replenishments with U.S., Turkish and Spanish ships.

Sealift Logistics Command Europe Commander Navy **Capt. Nicholas H. Holman** embarked aboard dock landing ship USS Ashland April 7-23 for his second deployment as commander of U.S. 6th Fleet's Southeast Africa Task Force, a regional task force responsible for building partnerships and promoting maritime safety and security in Southeast Africa. During the mission, USS Ashland visited

Mauritius, Reunion Island and Madagascar, areas of the world that the U.S. Navy is actively engaging for the first time in nearly 40 years, to conduct military-to-military training, community relations projects and other theater-security-cooperation activities in each port.

"The goal of Southeast Africa Task Force is to assist African nations with their maritime capabilities so that they can better police their own territorial waters," said Holman.

SEALOGEUR welcomed new Navy **Command Chief Norman Roberts**, who reported to the command April 9 from Patrol Squadron 46, based in Oak Harbor, Wash.

On May 15, SEALOGEUR bid fair winds and following seas to marine transportation specialist **Joe Guivas**, who served as SEALOGEUR's Northern Europe representative and was co-located with Surface Deployment and Distribution Command's 838th Transportation Battalion in Rotterdam, The Netherlands.

## CENTRAL • CURRENTS

Military Sealift Command's dry cargo/ammunition ship USNS Sacagawea, fast combat support ship USNS Arctic and fleet replenishment oiler USNS Walter S. Diehl departed U.S. 5th Fleet's area of operations following successful deployments in support of Operation Iraqi Freedom, Operation Enduring Freedom, the global war on terrorism and maritime interdiction operations.

Sacagawea, Arctic and Diehl supported the USS Harry S. Truman Carrier Strike group, the USS Tarawa and Nassau Expeditionary Strike Groups and other coalition naval forces. The ships conducted a total of 181 underway replenishments and 61 in-port replenishments. In addition, they transferred more than 35 million gallons of fuel. The ships' ability to quickly respond to changing commitments played a

vital role in keeping 5th Fleet forces combat ready to support critical missions in the Persian Gulf and off the coast of Somalia during anti-piracy and contingency operations.

In April 2008, SEALOGEUR coordinated four dry-cargo operations, delivering or redelivering more than 1 million square feet of combat equipment. Additionally, the command moved more than 47 million gallons of fuel in support of operations Iraqi Freedom and Enduring Freedom.

Navy **Capt. Anthony Dropp**, commander, welcomed fast combat support ship USNS Rainier, combat stores ship USNS San Jose and fleet replenishment oiler USNS Pecos to 5th Fleet. Dropp also welcomed aboard Navy **Chief Warrant Officer Clay Summers** as Task Force 53's new administrative officer.

## PACIFIC • BRIEFS

Fleet replenishment oiler USNS Yukon offered support to Navy guided missile destroyers USS John Paul Jones and USS Chafee during the Northern Edge 2008 exercise off the coast of Alaska. While in the area, Yukon provided fuel and dry stores to the ships as they participated in the exercise's war game scenarios.

**Tim McCully**, deputy commander SEALOPAC, presented the U.S. Merchant Marine Medal for Outstanding Achievement to **Warren S. Nagata**, chief electrician on Military Sealift Command hospital ship USNS Mercy, for pro-

viding relief and care to the victims of the 2005 tsunami disaster.

SEALOPAC's military detachment took an active role in supporting Earth Day at Naval Submarine Base Point Loma. The 11-member detachment filled more than 25 bags of trash and debris during the base clean-up April 11.

SEALOPAC employees collected more than 100 stuffed animals to support hospital ship USNS Mercy's Pacific Partnership 2008 deployment. The toys will be given to the children brought onboard the ship for treatment during the deployment.

## ATLANTIC • LINES

**Tom D'Agostino**, Sealift Logistics Command Atlantic's representative in Charleston, S.C., oversaw four major cargo operations at the port in April. Tanker USNS Richard G. Matthiesen discharged fuel April 7-8; MSC-chartered container ship MV Global Patriot offloaded redeployment cargo from Operation Iraqi Freedom April 26, ready reserve force ship MV Cape Knox loaded more than 54,000 square feet of construction equipment and Chinook helicopters April 25 for the humanitarian exercise New Horizons in Peru; and large, medium-speed, roll-on/roll-off ship USNS Gilliland offloaded redeployment cargo from Iraq in mid-May.

From April 28 to May 1, SEALOGLANT Jacksonville, Fla., representatives **Rich Bolduc** and **Allen Dickerson** oversaw the offload of redeployed Operation Iraqi Freedom cargo from large, medium-

speed, roll-on/roll-off ship USNS Mendonca and the offload of U.S. Marine Corps cargo from Maritime Prepositioning Ship MV Sgt. William R. Button.

From April 7-12, SEALOGLANT marine transportation specialist **Brian Hill** assisted with the loading of fleet hospital cargo on board MSC-chartered heavy-lift ship MV Ocean Titan at the Yorktown, Va., Naval Weapons Station's Cheatham Annex. MSC hired the ship for an 80-day charter to deploy and redeploy the fleet hospital to and from the Middle East. Hill contributed to the success of the mission by coordinating with the ship's crew as well as the U.S. Navy Expeditionary Support Command, the local Navy cargo handling battalion and the local U.S. Army cargo handlers. The commander of the fleet hospital lauded Hill for his outstanding and tireless work on their behalf.

## TRANSCOM awards MSC liaison



U.S. Navy photo by Bob Fehringer

*Vice Adm. Ann Rondeau, deputy commander, U.S. Transportation Command, presents Navy Cmdr. Raymond Beno, Military Sealift Command liaison officer, with the Defense Meritorious Service Medal April 28 at Scott Air Force Base, Ill., for his exceptional service at U.S. Transportation Command from April 2006 to April 2008.*

*During Beno's tenure at TRANSCOM, his efforts contributed to the execution of more than 100 voyages of MSC vessels in support of U.S. warfighters.*

*Those ships delivered more than 11 million square feet and 450,000 short tons of combat equipment, as well as nearly 80 million barrels of fuel.*

*He also assisted in planning the strategic sealift of more than 5,000 mine-resistant, ambush-protected vehicles to the U.S. Central Command theater of operations, and the noncombatant evacuation of more than - U.S. citizens from Lebanon.*

# Heezen completes historic port call

By Edward Baxter  
SEALOGFE Public Affairs

For the master, crew and embarked scientific staff aboard Military Sealift Command oceanographic survey ship USNS Bruce C. Heezen, making history is part of the ship's log.

Heezen visited Goa, India, the port city on India's western coast to represent the United States at the 8th annual North Indian Ocean Hydrographic Commission Conference April 14. The ship's participation in the event was aimed at opening new doors in bilateral cooperation for oceanographic and hydrographic operations.

The United States is a charter associate member of NIOHC, an intergovernmental hydrographic commission established in 2002, to improve navigation in the south Asian area.

The commission's permanent members include Bangladesh, Egypt, India, Myanmar, Saudi Arabia, Sri Lanka, Thailand and the United Kingdom. France, Oman and Pakistan attended the conference as observers. Officers from India's Dehra Dun National Hydrographic Office, the Indian National Hydrographic School in Goa, and representatives from participating nations' hydrographic offices, toured the ship, observing technical equipment up close, studying static displays and survey charts, and exchanging ideas.

Heezen uses sophisticated technology to create three-dimensional maps of the sea floor for use in military and commercial maritime navigation. The ship also uses sensors to measure water temperature, salinity and currents in the ocean.

"Our visit to Goa is a great opportunity for the U.S. Navy to engage in detailed discussions about hydrography with our counterparts in India and other hydrographic offices in the north Indian Ocean region," said U.S. Navy Capt. John Cousins, commanding officer of the U.S. Naval Oceanographic Office.

"International cooperation leads to improved nautical charts, safety at sea and commerce for all nations."

Guests also attended an evening reception hosted by Cousins and Capt. Robert Reish, Heezen's civilian master.

Just seven months ago, Heezen made a groundbreaking visit to the Socialist Republic of Vietnam as the first MSC ship to visit the communist state since the Vietnam War ended in 1975. U.S. and Vietnamese navies conducted at-sea classroom activities to improve

shipboard weather and hydrographic operations.

Heezen is operated by a crew of 26 civilian mariners who work for a private company under contract to MSC.

An embarked team of up to 27 U.S. Naval Oceanographic Office scientists perform oceanographic and hydrographic survey operations. MSC's Sealift Logistics Command Far East, based in Singapore, operates oceanographic survey vessels in the U.S. 7th Fleet area of responsibility for the U.S. Naval Oceanographic Office.



U.S. Navy photo by Robert E. Delgado

John Rogers, a surveyor from the U.S. Naval Oceanographic Office, meets a group of students from the Indian National Hydrographic School on a pier in Goa, India, April 16 for a tour of oceanographic survey ship USNS Bruce C. Heezen. Heezen, the first ship of its class to visit India, arrived in Goa April 13 and remained for five days to represent the United States at the 8th Annual North Indian Ocean Hydrographic Commission Conference.

## Shepard's daughter visits namesake ship

By Sarah E. Burford  
SEALOGPAC Public Affairs



U.S. Navy photo by Chief Mate Jonathan S. Keffer

Shepard, and her husband Gregg Jenkins, pose under the ship's bell during dry cargo/ammunition ship USNS Alan Shepard's first tiger cruise April 15-16.

Military Sealift Command dry cargo/ammunition ship USNS Alan Shepard got underway for its first tiger cruise April 15-16 with 13 family members of the ship's civil service crew and special guest Julie Shepard-Jenkins, daughter of the ship's namesake.

Sailing from Portland, Ore., to Manchester, Wash., family members participated in a wide variety of shipboard activities, allowing them to experience life aboard an MSC ship in an up-close and personal way.

Shepard's crew arranged fire-boat drills, abandon-ship drills, anchor and maneuvering detail, a full-power engineering demonstration, a tour of the engine room, and a damage-control equipment demonstration.

Topping off the special tiger cruise was a traditional "steel beach picnic" barbecue for the crew and guests on the main deck.

"What a privilege this was to be able to see the sons, daughters and spouses of Alan Shepard's crew witness their family member's work aboard this ship and the dedication of all the crew members as they performed their duties," said Jenkins. "It was particularly moving to see how excited Boatswain's Mate Gary Taimanglo's 11-year-old son, Kyle, was to see what his dad, the ship's port pilot, does on the ship."

Jenkins was impressed by the massive new 689-foot ship named for her father, Navy Rear Adm. Alan B. Shepard Jr., the first American in space and the fifth man to walk on the moon. She got a brief taste of seamanship when she was given the chance to take the helm and steer the ship for a few minutes under the close supervision of the ship's bridge watch. This, she stated, was her favorite part of the cruise.

"My dad would be honored to know that this ship will be working to support sustained naval operations with the same ideals of teamwork, efficiency, immense effort and dedication similar to that of the NASA space programs," she said.

The family members were buzzing with excitement from their time at sea as they left the ship in Manchester.

"The guests and the crew really enjoyed this opportunity," said Capt. Grieg Hague, Shepard's master, whose brothers Mark and Don were on the guest list. "Now Shepard is ready to go to work!"

Shepard was christened and launched in December 2006 and was delivered to the Navy in July 2007. The ship received its first full load of fuel at the Manchester Fuel Facility in mid-April. Later that month, it loaded its first ammunition.

The ship is currently replenishing Naval ships off the West Coast.

**Chief Mate Jonathan S. Keffer, USNS Alan Shepard, contributed to this article.**