

November 2008

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



Delivering

hope

Military Sealift Command command ship USS Mount Whitney arrives in Poti, Georgia, to deliver humanitarian supplies to alleviate the suffering of the Georgian people affected by the conflict with Russia.

U.S. Air Force photo by Staff Sgt. Jason T. Bailey

INSIDE — MSC ships support NATO exercise • Survey ship locates Philippine plane wreckage

With piracy on the rise, force protection is crucial

They don't fly the Jolly Roger any more, but pirates are real. Ask anyone who has sailed through the Gulf of Aden recently. Better yet, ask any crew member of fleet replenishment oiler USNS John Lenthall. They'll tell you all about piracy.

On Sept. 23, off the coast of Somalia, two small boats approached Lenthall. Despite defensive maneuvers made by Lenthall master Capt. Philippe Julienne and his crew, the small boats continued their approach. At this point, the embarked security team fired warning shots into the water approximately 50 yards from the boats. That's when the boats broke off pursuit. It's not clear whether the people on the boats were intent on seizing Lenthall, but they certainly were not following the "rules of the road" observed by mariners around the globe. It was clear that they were acting suspiciously, and given the location, everything the small boats did was consistent with reports of previous attacks on merchant vessels in the region.

Julienne and his crew did exactly what they were supposed to do when an incident like this happens. They maintained an alert watch and detected the approaching boats, then used defensive maneuvering, and when that wasn't enough, the embarked security team let the bad guys know that they were not messing around with amateurs. Security teams are total professionals, and they mean business.

A Ukrainian freighter not so far away didn't fare as well and is still in the news as this issue of Sealift heads to the printer. MV Faina was taken by pirates, who have locked up the ship's crew and demanded ransom from the ship's owners. The freighter is carrying Russian-built tanks and other weaponry and was bound for Mombasa, Kenya, before it was boarded. Everyone hopes the standoff will be resolved peacefully, but time will tell.

Force protection

Right now, I can't think of anything more critical to MSC's mission than force protection. Geographic combat commanders are responsible for force protection. At sea, that means the numbered fleets have the conn, and MSC ships comply with all force protection requirements that the fleets put out.

Where necessary (and there are some places other than the Central Command area of responsibility where it is necessary), security teams are embarked on our ships to help keep them safe from piracy and terrorist activities. It's pretty obvious that they work, too. Again, just ask anyone from Lenthall.

In port, force protection is a slightly different matter. Here, the key is planning. Every ship has to have a port security plan that takes into consideration the mission, the cargo that they are carrying, port operations and procedures, and the current threat assessment for that port. These are just some of the things that go into developing a port security plan.

Five critical pieces

There are five critical pieces to force protection for all MSC ships. They're related and interdependent. You can't skip any of them.

First, each ship has an assigned anti-terrorism officer who is responsible for



U.S. Navy photo by Photographer's Mate 3rd Class Randall Damm; photo illustration by Rosemary Heiss

helping the ship's master develop a security plan. This is an expert who is up on the latest force protection issues and can offer detailed advice to the master and crew.

Second, each ship has a chemical, biological and radiological defense officer who is a technical expert in the equipment and techniques used to protect against those kinds of attack. Sometimes, this position is combined with the antiterrorism officer.

The third critical piece is practice — conducting force protection drills on a regular basis so the ship's crew is comfortable with the procedures and knows what to do, what will happen and how to react to external threats to the ship.

Annually, each ship conducts a security self assessment. This fourth aspect of force protection is a thorough review of the procedures, plans, techniques, equipment and tactics involved in the ship's force-protection plan. It includes making sure new crew members are properly trained and that they have any personal gear needed.

The final piece of the force protection bulwark is something that most civilian ships don't have, mostly due to international laws concerning sovereign immunity. Small arms and people who are trained in their correct use can be an excellent deterrent to acts of piracy or terrorism. That's why we have them on all MSC ships.

Rules of engagement

Just having small arms doesn't make a ship invulnerable. The bad guys have small arms, too. Awareness is the key.

I talk about maritime domain awareness all the time in relation to knowing where MSC and other ships are on the open sea. But, here I'm talking about awareness of your immediate area. As a crew member of an MSC ship, you should be aware of what's going on around you. Any time you can give your ship advance warning of something suspicious out there on the water, you're giving yourself a head start on security. Keeping a sharp lookout in high-risk areas is crucial. The longer the warning time, the easier it is to take defensive action according to your force protection plan.

That goes back to having a plan and following the procedures that were developed by cool heads when the situation wasn't so urgent.

Navy wisdom

According to the Office of Naval Intelligence, in any piracy or terrorist situation at sea, your best bet is to increase speed. Analysis of recent incidents shows that vessel speed is a key

factor in avoiding acts of piracy or terrorism. The analysis examined 21 incidents in the Gulf of Aden that involved weapons being fired at merchant ships and some of the ships being seized by pirates. It revealed that 95 percent of the attacks occurred during daylight hours. The one exception occurred on the night of a cloudless full moon.

The average speed of the 10 ships that were fired upon, but not boarded, was 15 knots. The average speed of the 11 ships that were boarded by pirates was 14 knots.

As a result, the experts recommended proceeding through the Gulf of Aden at night, when it's dark and boarding operations involving small boats and ships with a large freeboard are difficult at best. The experts also noted that proceeding at maximum possible speed is a significant deterrent.

Evasive maneuvers work well. A 30-foot boat is no match for a 15-foot bow wave or the often-violent wake patterns behind a big ship when it's making evasive maneuvers. In fact, a commercial tanker that was fired upon in early September in the Gulf of Aden began evasive maneuvering, going to maximum speed. The first reported attempt to board the tanker from the small pirate boat failed when the speedboat rolled heavily in the stern wash of the tanker, causing three or four pirates to fall overboard. After the speedboat picked up its overboard crew, the chase resumed, only to fail again when the speedboat engine stalled due to rolling in the heavy stern wash of the tanker.

In all the cases where the ships were fired upon, there was either no damage, or barely visible indications of the attack on the ship's hull. Small arms are just not generally effective on steel hulls. While we have all seen videos of insurgents or soldiers firing rocket-propelled grenades on land, imagine someone trying to maintain a steady aim point on a large vessel moving at high speed and throwing its rudder over while standing on the rolling deck of a small speedboat.

Keeping in touch

Even with evasive maneuvering, or embarked security teams, communications go a long way toward keeping individual ships safe and, at the same time, help the overall anti-piracy battle.

NATO's Standing Naval Maritime Group now patrols the area around Somalia. The leadership of Combined Task Force 150 rotates among member nations and is currently commanded by Danish Royal Navy Commodore Per Begum Christensen who says that mariners need to remain vigilant be-

cause they are the first line of defense for their own ships. He adds that keeping in touch with CTF 150 when you pass through the Gulf of Aden can make the difference when evasive maneuvers aren't enough.

MSC ships need to keep in touch with the sealift logistics commands in their areas, too, no matter where they are. Piracy issues don't just exist in the Middle East. There have been reported instances in South American waters, off the coast of India, in the South China Sea and off the coast of Vietnam. There was even a bulk carrier that was boarded and the crew robbed near Singapore. Much like the global war on terrorism, the "front lines" are a little fuzzy when it comes to piracy and acts of terrorism at sea.

Winning the war

Piracy and terrorism can be defeated, both in the short term and the long haul. Sometimes avoidance, or just increasing speed, is the best bet for crew and ship safety. Sometimes, other actions might have to be taken, including the use of force by embarked security teams.

The key is awareness

So stay alert, shipmates. Keep that sharp lookout, and make sure you know the ship's force-protection plan. It can mean the difference between a safe, uneventful voyage and a nightmare for us, our shipmates and our families.

Keep the faith,

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

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MSC ships participate in Exercise Noble Midas

By Rosemary Heiss
MSC Public Affairs

Military Sealift Command Maritime Prepositioning Ship USNS LCPL Roy M. Wheat, dry cargo/ammunition ship USNS Lewis and Clark, and command ship USS Mount Whitney participated in Exercise Noble Midas 2008 Sept. 26 to Oct. 9 in the Mediterranean Sea.

More than 3,800 people, 30 ships, five submarines and aircraft assembled for the NATO exercise, which was designed to provide realistic training to maritime response forces from Bulgaria, Germany, Greece, Italy, Romania, Spain, Turkey, Belgium, Estonia, the Netherlands, Norway, Poland, the United Kingdom and the United States.

Wheat served as a training platform for the exercise, playing a variety of menacing roles in multiple scenarios. Eight contract mariners and one merchant marine cadet filled the role of the ship's crew.

"Watching the crew and the boarding officials interact in each of the scenarios was interesting," said MPS Squadron One assistant operations office, Navy Chief Operations Specialist Ralph Souders, who prepared Wheat's crew for their roles in the exercise and observed each day. He said that Wheat's crew helped make the exercise seem realistic for the boarding teams.

In the first scenario, Wheat played a ship thought to be involved in illegal activity, and a German boarding team responded.

In the next two scenarios, U.S. Navy Sailors boarded Wheat in response to mock allegations of weapons and personnel smuggling and a simulated chemical attack.

The Germans and the U.S. Navy Sailors used similar boarding techniques during the scenarios, according to Souders.

"Seeing the similarity reinforces the benefit of exercises like Noble Midas," said Souders, who was a member of a boarding team before reporting to MPS Squadron One in April. "It pays off in the real world."



U.S. Navy photo by Roland Bloxham

While Wheat was playing the bad guy, Lewis and Clark was a real-world force multiplier, providing at-sea refueling, spare parts and food for ships participating in the exercise.

Lewis and Clark transferred more than 320,000 gallons of fuel to both U.S. and allied ships, which is not unusual according to the ship's civil service master, Capt. James White.

"Sometimes a quarter to a third of ships in a coalition are from other countries," he said, adding that during his ship's upcoming deployment – 10 months in the Middle East – they would be supporting many countries.

Lewis and Clark's provisions allowed ships like Mount Whitney, Noble Midas' acting command ship, to stay on station during the exercise.

U.S. and NATO leaders embarked aboard Mount Whitney to oversee the exercise's tactical operations. The ship also conducted maritime boarding drills,

small boat transfers and helicopter operations in support of Noble Midas.

"Exercises like this help strengthen the U.S. Navy's maritime partnerships around the globe," said Sealift Logistics Command Europe commander Navy Capt. Nick Holman. "Bravo zulu to Wheat, Lewis and Clark, and Mount Whitney for providing excellent support to the ships and personnel who participated in Noble Midas."



U.S. Navy photo by Shree Kohari

Above: During Noble Midas, a German boarding team approaches Military Sealift Command Maritime Prepositioning Ship USNS LCPL Roy M. Wheat, which played the role of a vessel believed to be involved in illegal activities.

Left: The German boarding team searches Wheat's contract mariners, who acted as the crew of the suspicious vessel.

Survey ship finds downed Philippine aircraft

By Edward Baxter
SEALOGFE Public Affairs

U.S. Pacific Command deployed Military Sealift Command oceanographic survey ship USNS John McDonnell to waters off the southern Philippines in September to search for a missing Philippine air force cargo plane.

McDonnell's hydrographers from the Naval Oceanographic Office used sophisticated side-scan sonar to locate the wreckage about a mile east of Bucana

village near the bustling city of Davao on Mindanao, the largest island in the southern Philippines' archipelago.

The 37-year-old Philippine air force C-130 aircraft, with two pilots, seven air crew and two army personnel aboard, crashed shortly after take off from Davao's International Airport, Aug. 25.

According to eyewitness reports, the plane took off and quickly lost altitude, banking sharply left before crashing into the gulf. There were no survivors.

McDonnell was wrapping up a 30-day survey operation when the ship, with its embarked crew of 10 NAVOCEANO surveyors and 23 mariners who work for a private company under contract to MSC, received orders to head to the Philippines. McDonnell arrived on site in the Gulf of Davao, Aug. 30.

Philippine navy officials provided NAVOCEANO's team with several prospective wreckage locations to help in the survey operation. A local Philippines navy vessel stood by to lend support if needed and provided McDonnell's master, Capt. Robert Mattsen, with navigational charts for the Gulf of Davao.

McDonnell's hydrographers went to work right away, deploying its sophisticated side-scan imaging and multi-beam, depth-defining sonars to survey the seabed.

"The water was relatively shallow, but it gets deep very fast," said senior NAVOCEANO representative Susan Sebastian.

Finding no wreckage in the first position, McDonnell surveyed a second area to the south recommended by Philippine authorities. Again, there was no sign of the aircraft.

The embarked hydrographic survey launch, a 34-foot, 15,000-pound watercraft used for shallow water surveys,

was placed into the water the following day. McDonnell's Able Seaman David Arcilla was aboard the launch vessel when it encountered some local fisherman.

"The fishermen told Arcilla where they saw the aircraft go down," said Sebastian. "He was instrumental since he is Filipino and could speak with the fisherman and translate what they told us."

On Sept. 4, the wreckage of the military cargo plane was located by the ship's side-scan sonar in shallow water near the location that the fishermen had described. At the time, the side scan was being operated by NAVOCEANO's Steve Posey.

"It was very exciting to see the incredible image of an airplane on the seafloor scroll by in the survey lab. The plane was largely intact on the seabed, and the wings and tail section were very apparent in the imagery," Sebastian said.

McDonnell was also able to define the small the debris field.

Following the mission, McDonnell returned to Singapore Sept. 16.

This was the second time in the past two years that MSC oceanographic survey ships have been called into action to locate a downed aircraft. USNS Mary Sears located Adam Air Flight KI-574 off Indonesia's Sulawesi Island in January 2007.



U.S. Navy photo

Able Seaman Tom Gately deploys the side-scan tow fish from the fantail of Military Sealift Command oceanographic survey ship USNS John McDonnell as safety officer, 3rd Mate Tom Grose, observers. The tow fish was used by the Naval Oceanographic Office survey team to locate the downed Philippine C-130.

MSC deliv

Relief and

**By Gillian Brigham
SEALOGEUR Public Affairs**

Boatswain's Mate Anthony Brooks was one of the first ashore. At the helm of Military Sealift Command command ship USS Mount Whitney's 33-foot admiral's barge, he and several of his fellow civil service mariners jetted across the waves in the southeast corner of the Black Sea, heading toward land.

It was Sept. 6, less than a month after Russia attacked Georgian troops subduing separatist forces in the country's breakaway province of South Ossetia – a move that turned a small, fledgling democracy in the Caucasus into a geopolitical flashpoint in the global arena. Brooks and his team were in the middle of it all, steering their boat into the Georgian port of Poti. They were on a mission – watched by the entire world – to deliver humanitarian aid to the people of Georgia.

Mount Whitney, the U.S. 6th Fleet command ship with a hybrid crew of 157 Sailors and 145 civil service mariners under the leadership of a Navy captain, departed its homeport in Gaeta, Italy, to participate in Operation Assured Delivery. Their mission was to deliver more than 17 tons of supplies in the aftermath of the month-long Georgia-Russia War, which saw thousands of Georgians displaced from their homes and in need of humanitarian assistance.

When Brooks and the watercraft's crew pulled into the port, they were greeted by a small contingent of cheering Georgians. When Brooks and his crew returned to the port later in the day, the crowd had swelled to more than 100 people.

"We were making a delivery of hope," said Cargo Mate Stephen McLaughlin. Mount Whitney's relief cargo included blankets, juice, powdered milk and hygiene products.

Mount Whitney remained anchored off the coast of Poti because the port had been devastated by three days of intense shelling. A massive crane barge ferried supplies from the ship into Poti.

"It was a complicated operation, but the deck department made it look easy," said Chief Mate Gene Lovitt. "I owe the success of it to them."

Mount Whitney mariners also operated three boats throughout the mission, transporting government officials, senior military officers and dozens of members of the international

press from the shore to the ship and back again.

"I was really impressed with our junior personnel," said McLaughlin. "We had a lot going on, and our able and ordinary seamen really stepped up and operated the boats and assisted passengers like it was something they did every day."

Beyond the high-profile nature of the mission, Mount Whitney and its crew performed the duties in a dangerous environment under close scrutiny from Russian military forces, who had a command post a mere three miles from the ship's anchorage in Poti. A Russian warship also trailed Mount Whitney during



Able Seaman Frank Santana, a Military Sealift Command civil service mariner aboard command ship USS Mount Whitney, moves pallets of blankets donated to Georgia by U.S. Agency for International Development.

U.S. Navy photo



U.S. Air Force photo by Staff Sgt. Jason T. Bailey

A Georgian woman makes a temporary home in a former military hospital in Tbilisi. The building serves as housing for more than 900 internally displaced Georgians from Gori and Tskhinvali.

ers

Support

its trek across the Black Sea. In spite of all the challenges, Mount Whitney played a vital role in the overall U.S. military effort to bring hope and a helping hand to the people of Georgia.

“This was one of the most important and successful missions Mount Whitney has performed in her 38-year existence,” said the ship’s commanding officer Navy Capt. Owen P. Honors. “The entire crew performed admirably. I’m very proud of them.”

Following the mission, Mount Whitney returned to Gaeta Sept. 15.

Four hundred nautical miles to the north, off the coast of Sevastopol, Ukraine, MSC oceanographic survey ship USNS Pathfinder was engaged in a much different kind of Black Sea mission from Sept. 4 to 17.

In April 2008, Ukraine’s Department of Underwater Heritage sent a letter to U.S. 6th Fleet Commander Vice Adm. James Winnefeld requesting assistance investigating shipwrecks in Ukraine’s territorial waters. In particular, they were interested in locating the Soviet hospital ship SS Armenia, which sank off the coast of Sevastopol during World War II with 7,000 people onboard.

In the midst of the U.S. response to the Russia-Georgia conflict, Pathfinder arrived in Sevastopol to kick off a joint, oceanographic survey venture. In addition to Pathfinder’s civilian mariner crew and hydrographers from the U.S. Naval Oceanographic Office, Ukrainian sailors, oceanographers and historians took part in the mission. So did a team of oceanographers from the U.S.-based Institute for Exploration, an organization founded by famed underwater ex-

plorer Dr. Bob Ballard, known for discovering the wreckage of the Titanic.

For 10 days, the team surveyed within the 12-mile zone of Ukraine’s territorial waters. They operated side-scan sonar and multi-beam sonar which uses sound pulses on the ocean floor to locate possible shipwrecks. Once a shipwreck was located, the surveyors deployed a remotely operated vehicle, or ROV, with underwater video capabilities to investigate further.

“This is the first time we’ve been aboard any Navy vessel doing this kind of ocean survey,” said Dr. Serhiy Voronov, director of Ukraine’s Department of Underwater Heritage. “It was a great experience for my entire team to use the equipment and also have the expertise of our colleagues aboard Pathfinder.”

While SS Armenia eluded the surveyors, the team identified more than 15 other shipwrecks. Their finds notably included the World War II German submarine U-18 and World War I Russian minelayer RUS Prut.

The war in Georgia and the subsequent heightened tensions in the Black Sea threatened to overshadow the success of Pathfinder’s mission. Like Mount Whitney, Pathfinder conducted her work under the gaze of a Russian warship that tailed the oceanographic ship as it cut swaths across the water, searching for relics from wars past.

However, on board Pathfinder, the focus remained on the burgeoning partnership between the U.S. and Ukrainian

navies and on what lay in the murky waters below them.

During the search, the oceanographers set up a big-screen television in the ship’s laboratory so that everyone could watch a live feed of the ROV diving and collecting video of U-18 and Prut.

“It was a sight to behold. Men and women from age 19 to 60, bunched together, not taking their eyes off the

screens, anticipating the moment we’d recognize the ghost of a ship,” said Senior NAVOCEANO surveyor Marian Clough. “All these people who could hardly communicate with each other due to different nationalities and languages, we all were sharing the same wonder. This is what it is all about – shipmates and colleagues sharing a moment that no one will ever forget and which bonds us all together.”



U.S. Navy photo by Mass Communication Specialist 2nd Class Jennifer Rivera

Able seamen Derrick Moore and Kyle Gibson, civilian mariners aboard Military Sealift Command oceanographic survey ship USNS Pathfinder, prepare to launch a side-scan sonar during an at-sea capabilities demonstration in the Black Sea Sept. 11.



U.S. Navy photo by Mass Communication Specialist 2nd Class Jennifer Rivera

Personnel from the U.S. Naval Oceanographic Office, U.S.-based Institute for Exploration and the Ukrainian Department of Underwater Heritage monitor sound pulses that a side-scan sonar is picking up on the ocean’s floor during the joint, at-sea capabilities demonstration aboard Military Sealift Command oceanographic survey ship USNS Pathfinder.

HQ • HIGHLIGHTS

Military Sealift Command held an awards ceremony Sept. 25 at the Washington Navy Yard Catering and Conference Center. The ceremony featured guest speakers Army Sgt. 1st Class Jake Keesler and his wife, Vanessa, who shared their story as founders of a nonprofit organization. Their organization is supported by donations from Combined Federal Campaign and provides housing, transportation and recreational support to veterans and families, like Jake Keesler, who was wounded in combat. During the ceremony, 16 MSC employees received federal government length-of-service awards. Employees awarded for 30 years of government

service were: **Rollie Burford**, contracts and business management; **Regina Mathis**, comptroller's office; and **Alan Edkins**, Naval Fleet Auxiliary Force. **Gary Fields**, engineering; **Ronnie McCray**, comptroller's office; **Chris Thayer**, Strategic Sealift and Prepositioning Program; and **Christina Zarate-Byers**, engineering; were awarded for 25 years of government service. **Karen Harvey-Williams**, operations; and **Randel Torfin**, engineering; were awarded for 20 years of service. **John Ratcliffe**, comptroller's office, was awarded for 15 years of service. Employees awarded for 10 years of government service were **James Fernan**, engineering; **Veronica**

Holzer and **Olivia Bradley**, contracts and business management; **William Storz**, office of counsel; **Christopher Adams**, Special Mission Program; and **Lora Hutchinson**, Prepositioning Program. To conclude the awards ceremony, **Tiffany Corcoran**, contracts and business management, received the Civilian of the Quarter award for the 3rd quarter of 2008; Navy **Yeoman 2nd Class Josh Cochran**, command center, received the MSC Sailor of the Quarter award for the 3rd quarter of 2008; **Jim White**, comptroller's office, received the Navy Meritorious Civilian Service Award; and Navy **Capt. John Cochran**, former commanding officer of MSCO Kuwait, received a Legion of Merit Award.

After 25 years of service with MSC, **Sally Baldrige**, contracts and business management, retired Oct. 2. A reception honoring Baldrige's 28 years of combined federal service was held at the Washington Navy Yard Catering and Conference Center.

MSC welcomes **Jesse Barton** and **Molly Divens**, Special Mission Pro-

gram; **Alexander Davenport**, **Christopher Nemarich**, **Bradley White**, **Andrea Carey**, and **Thomas Holman**, engineering; **Myra Butler**, contracts and business management; **Ingrid Phillips**, **Peter Budi**, **Frank Major** and **Carlos Coronado**, logistics; **Meghan Patrick**, public affairs; **Georgianne Delcher**, maritime forces and manpower management; **Shaun Khalfan**, command, control, communications, and computer systems; **Leslie Mickel**, operations; **Lea Delosantos**, office of counsel; and **Inocencio E. Penaranda**, administrative support center.

MSC bids farewell to **Raegan Brown**, engineering; **Ernest Martzen** and **Verna Moreno**, comptroller's office; **William Rys** and **Rollie Burford**, contracts and business management; **Raymond Alston**, logistics; **Marvin Wagner**, inspector general's office; Navy **Lt. Graham McAllister**, command center; and Navy **Lt. Cmdr. Mark Lukken**, flag secretary to **Rear Adm. Robert D. Reilly Jr.**, commander of MSC.

At work, at play



U.S. Navy photo by Mass Communication Specialist 2nd Class Joseph M. Buliavac

Dolphins frolic in the water off the bow of Military Sealift Command fast combat support ship USNS Bridge during a replenishment at sea with guided-missile cruiser USS Chancellorsville in the Gulf of Oman Oct. 15.

COMPASS • HEADING

Military Sealift Fleet Support Command personnel have begun moving into the command's new headquarters buildings at Naval Station Norfolk's Breezy Point. MSFSC Director **Jack Taylor** and his staff have moved into their new offices. Captains **Chuck Becker**, **Rollin Bellfi** and **Randall Rockwood**; Chief Engineers **Ray Blanchet** and **James Shirley**; Class Managers **Dave Allen**, **Claudio Az-zaro**, **Frank Cunningham**, **Mark Helmkamp**, and **Mike Ricci**; and safety personnel are now in building SP-64. Their telephone numbers and e-mail addresses are unchanged.

Dry cargo/ammunition ships USNS Amelia Earhart's nucleus crews one and two prepared the ship for its late October delivery to Military Sealift Command.

Fair winds and following seas to **Assistant Storekeeper Marian Duplon**, **Refrigeration Engineer Mario Salarda**, **Able Seaman (Maintenance) John Lang** and **Able Seaman (Maintenance) Randy Witowich** as they retire.

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

PACIFIC • BRIEFS

Bill Twyman, Military Sealift Fleet Support Command's West Coast operational afloat information technology director, received a length-of-service award for 50 years of government service from Navy **Capt. David Kiehl**, commander of Sealift Logistics Command Pacific. Twyman entered government service in 1957 when he joined the Navy. For 22 years, Twyman, a radioman, worked at commands throughout the world. His tours included Military Sea Transportation Service, the predecessor to MSC, from 1961 to 1964. In 1979, Twyman retired from active duty as a master chief petty officer. Following retirement, Twyman worked at a Navy communications station in San Diego until 1998, when he transferred to MSC. In his 50 years, Twyman has worked in communications media ranging

from Morse code and teletype to the Internet. He has been impacted by 11 presidential administrations, countless military commanders, three wars, and numerous military conflicts, peacekeeping missions and exercises.

Kiehl awarded Navy **Cmdr. Emmanuel E. Maghirang** with a Navy Achievement Medal for his superior performance as the Combined Task Force 33 scheduling officer from Aug. 5 to 30. While serving as the CTF 33 scheduling officer, Maghirang played a significant roll in coordinating MSC efforts to support the deployment of aircraft carrier USS George Washington.

SEALOGPAC welcomes Navy **Lt. Cmdr. Doug Patterson**, scheduler, and Navy **Quartermaster 1st Class Jose Ortega**, operations department.

Congratulations on 50 years of service



U.S. Navy photo by Sarah Burford

Bill Twyman, Military Sealift Fleet Support Command's West Coast operational afloat information technology director, receives a certificate for 50 years of government service from Navy Capt. David Kiehl, commander of Sealift Logistics Command Pacific.

All aboard



U.S. Navy photo by Joe Guivas

Helicopters from the U.S. Army's Bravo Company, 5-159th Aviation Regiment are loaded aboard MSC-chartered dry cargo ship MV American Tern Sept. 12 at the Port of Pisco in Paracas, Peru.

ATLANTIC • LINES

Joe Guivas and **Jack Davis**, SEALOGLANT representatives in Beaumont, Texas, supported the redeployment of cargo from Exercise Beyond the Horizon 2008. Sept. 12, Military Sealift Command-charted dry cargo ship MV American Tern arrived at the Port of Pisco in Paracas, Peru, where Guivas and Davis oversaw the loading of 65 wheeled vehicles, 57 trailers, one tracked vehicle, 189 containers, 17 break bulk items and helicopters, which required special loading. **Capt. Brian O'Hanlon**, MV American Tern master noted, "Joe and Jack loaded 50,000 square feet of cargo into a 30,000-square-foot ship – a highly commendable accomplishment."

Tom D'Agostino, Sealift Logistics Command Atlantic representative in

Charleston, S.C., oversaw the loading of 129,164 square feet of cargo – including 149 mine-resistant, ambush-protected vehicles – aboard large, medium speed roll-on/roll-off ship USNS Soderman in September.

Sept. 26, Navy **Capt. George Galyo**, SEALOGLANT commander, presented the Navy and Marine Corps Achievement Medal to Navy **Lt. Nate Worthing**, SEALOGLANT Headquarters Reserve Unit 106, for his work from April through September 2008. During that time, Worthing single-handedly did the work of a three-person antiterrorism/force protection operation and frequently served as staff duty officer. After receiving the award, Worthing resumed his civilian job as a police officer in Virginia Beach, Va.

EUROPE • NEWS

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman participated in Exercise Joint Warrior in the north Atlantic Ocean off the coast of Faslane, Scotland, in October. Grumman provided replenishment-at-sea for ships in the exercise.

MSC oceanographic survey ship USNS Pathfinder departed the U.S. 6th Fleet area of operations after a six-month deployment in theater. "I want to pass on my personal thanks and well done," said 6th Fleet Deputy Commander Rear Adm. Joe Leidig in a bravo zulu message to the ship. "In addition to the superb execution of your

primary mission to survey key areas in theater, your performance in supporting theater security cooperation missions was commendable in every respect."

SEALOGEUR operations department welcomes Marine Transportation Specialist **Kathleen Pavarini**. Maritime Prepositioning Ship Squadron One welcomes Navy **Lt. j.g. Nicholas Mullen**, force protection and materials officer. MPS Squadron One congratulates supply officer Navy **Ensign Aaron Thornton**, who recently completed qualifications as a Surface Warfare Supply Corps Officer.

CENTRAL • CURRENTS

Sealift Logistics Command Central welcomes Military Sealift Command fast combat support ship USNS Bridge and fleet replenishment oilers USNS Laramie and USNS Tippecanoe to the U.S. 5th Fleet area of operations. They join combat stores ship USNS San Jose and fleet replenishment oiler USNS John Lenthall.

MSC fast combat support ship USNS Rainier departed the 5th Fleet area of

operations in September after a four-month deployment. The ship's crew received a bravo zulu from SEALOGLANT Commander Navy **Capt. Stephen Kelley** for exceeding expectations in the safe and efficient loading of critical ordnance and support equipment from Masirah, Oman; and for conducting 106 incident-free underway replenishments and transferring more than 26 million gallons of fuel.

Navy names ship for father of electronic warfare

By DOD Public Affairs

The Navy announced Oct. 10 that the next missile range instrumentation ship will be named USNS Howard O. Lorenzen. The ship will honor the late Naval Research Laboratory electrical engineer who helped create the nation's electronic intelligence capabilities.

Considered by many to be the father of electronic warfare, Lorenzen's accomplishments include developments in radar, electronic countermeasures systems and intelligence satellite designs.

Lorenzen led the Galactic Radiation and Background

program, the earliest successful U.S. reconnaissance satellite program and the first electronic intelligence satellite.

The NRL began the classified program shortly after the Gary Powers U-2 incident of 1960 to obtain information on Soviet air defense radars that could not be observed by U.S. military aircraft.

USNS Howard O. Lorenzen will weigh 12,575 tons, be 534 feet long and have a beam of 89 feet. Crewed by 88 Sailors and civilian mariners, the ship will host embarked military and civilian technicians from throughout the federal government.

FAR • EAST • HAILS

Navy **Capt. Anthony Martin** relieved Navy **Capt. John Arbter**, Sept. 13, as commander of Maritime Prepositioning Ship Squadron Two in a ceremony held aboard flagship SS PFC Eugene A. Obregon at Diego Garcia. Martin reports to the squadron from Southeast Regional Maintenance Center, Mayport, Fla., where he served as deputy commander.

Eighteen Reservists assigned to Sealift Logistics Command Far East Reserve units, as well as **Xavier Monroy** from Military Sealift Command Office Korea, participated in Sealift Express 2008, Sept. 8-19. The exercise trained MSC's Reserve force in strategic sealift operations in the event of a real-world crisis in Asia. The two-week, table-top and computer-simulated exercise tested Reservists on teamwork, communication and the deployment of personnel. Reservists were also tested on their abilities to respond to challenging scenarios, including opening ports and managing hundreds of ships that could be called into action in a real crisis situation. "The exercise trained us in how to work together effectively to get the job done," said

Charlie Brown, operational support officer at SEALOGFE.

Navy **Capt. Jim Romano**, commander of SEALOGFE, hosted Naval Support Facility, Diego Garcia's commanding officer Navy **Capt. Daniel T. McNamara**, Sept. 12, at SEALOGFE headquarters at Sembawang Wharves, Singapore.

Romano also met with the incoming director of the Diego Garcia United Seamen's Service Center, Tom Upson, Sept. 25. The USS center serves as a home away from home for MSC's merchant mariners assigned to the central Indian Ocean island.

Sept. 26, Navy **Cmdr. Chris Cruz**, commanding officer of MSCO Korea, attended the 16th annual Korean-American Garden Party at Camp Walker in Daegu, Republic of Korea. U.S. Army Brig. Gen. Xavier P. Lobeto, commanding general of the 19th Sustainment Command (Expeditionary), Eighth United States Army, Korea, hosted the event. "The garden party is one of the most important events of the year in building and maintaining strong Korean-American ties," said Cruz.

MSC charters world's first kite-powered cargo ship

By Gillian Brigham
SEALOGEUR Public Affairs

At the height of the Industrial Revolution, the invention of the steam engine by James Watt in the late 1700s and the invention of the diesel engine by Rudolf Diesel in the late 1800s changed the face of the transportation industry forever.

The transition from sail-powered ships to steam and diesel power transformed the maritime domain and the skills mariners needed to operate with in it. Since then, the technology used to deliver goods from one end of the world to the other, to defend coastlines and to track down criminals at sea, has advanced incredibly.

Still, hundreds of years later, the maritime industry is revisiting the concept of using sails and wind power to accomplish its mission.

Military Sealift Command made history in October by chartering the world's first modern kite-powered cargo ship, MV Beluga SkySails, to move U.S. Army and U.S. Air Force equipment from Europe to the United States.

The vessel is a 400-foot cargo ship equipped with a computer-controlled kite attached to the ship's bow by tear-proof synthetic rope. The kite, which is operated electronically from the bridge of the ship, can rise 100 to 300 yards into the air and uses wind to help propel the vessel during long ocean transits. The wind power harnessed by the sky sail supplements the

ship's conventional engines. The ship's operating company estimates that the sky sail can reduce fuel costs by 20 to 30 percent, or roughly \$1,600 per day.

Though Beluga SkySails wind power was not a factor in awarding the contract, the ship operating company was likely "able to capitalize on fuel savings to make its offer more competitive," said MSC contracting officer Kenneth Allen.

"MSC values innovation that leads to cost savings," said Navy Capt.

Nick Holman, commander of Sealift Logistics Command Europe, MSC's area command for Europe and Africa. "We are proud to be collaborating with innovators in the commercial maritime world to provide our customers with efficient and quality service."

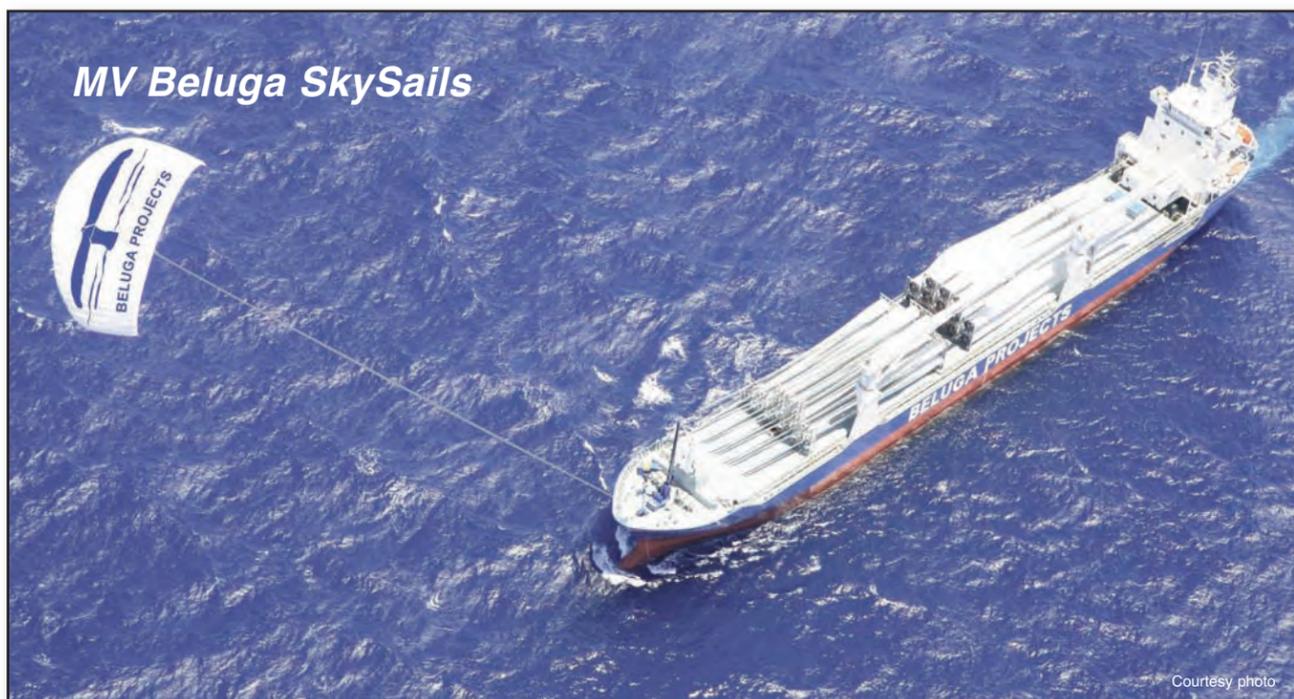
Beluga SkySails has only been in operation for 10 months. The ship

made its maiden voyage, sailing from Bremerhaven, Germany, to Venezuela, in the spring of 2008.

The ship embarked on its U.S. military mission after departing Newport, Wales, Oct. 5 loaded with containers of retrograde ammunition. The ship's next two stops were in Nordenham, Germany, and Talamone Bay, Italy, where Beluga SkySails continued to load U.S. military ammunition for return to the United States.

MSC's voyage charter will end after the ship crosses the Atlantic Ocean and delivers its cargo to the final destination.

MSC values innovation that leads to cost savings.



Courtesy photo

T-AKE named for Navy hero launched

By Military Sealift Command
Public Affairs

USNS Carl Brashear, which will be the newest ship in Military Sealift Command's Lewis and Clark-class of dry cargo/ammunition ships, was christened and launched during a morning ceremony Sept. 18 at the General Dynamics NASSCO shipyard in San Diego. After a series of tests and sea trials, the ship will be delivered to MSC for operations next year.

The 689-foot ship slid into the water for the first time as Lauren Brashear, ship's sponsor and granddaughter of the ship's namesake, broke the traditional bottle of champagne against the ship's bow to christen it USNS Carl Brashear.

The ship honors Master Chief Petty Officer Carl Brashear, who joined the U.S. Navy in 1948 and was a Navy pioneer, becoming one of the first African Americans to graduate from the Navy Diving School and the first to qualify and serve as a master diver on active duty. After being severely injured in a diving accident, Brashear's leg was amputated. Almost two years later, after strenuous rehabilitation and rigorous testing, he became the first person to be certified or recertified to dive as an amputee.

"This ship will stand for the same values of honor, courage and commitment that inspired and motivated Master Chief Brashear," said MSC Command Master Chief Kenneth Green, one of the ceremony's guest speakers.

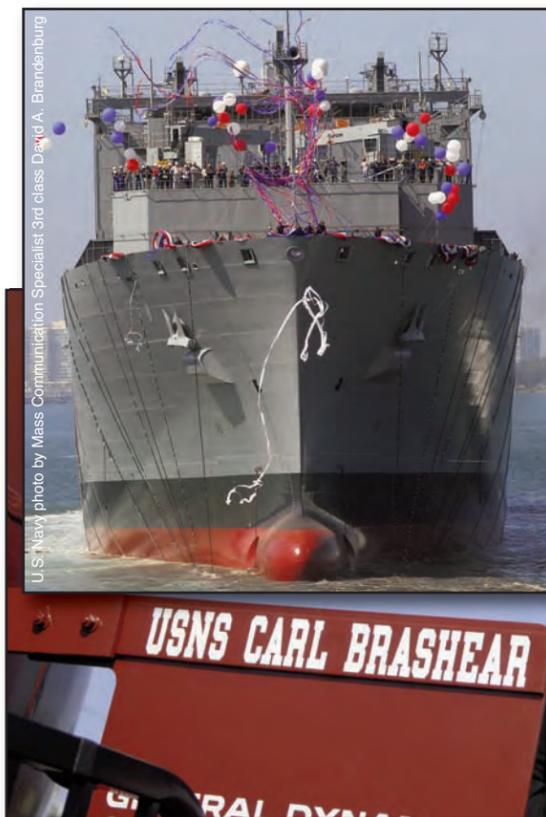
Included among the nearly 3,000 in attendance were Chief of Naval Operations Adm. Gary Roug-

head, Master Chief Petty Officer of the Navy Joe Campa and actor Robert De Niro, who starred in the movie "Men of Honor," which depicts the life and Navy career of Brashear.

"USNS Carl Brashear will carry his spirit with it for years to come," said Roughead during his remarks. "The ship's motto of 'Boldly, Proudly, Fearlessly,' are the core of Master Chief Brashear and the inspiration for this ship's crew."

Brashear is the seventh of the T-AKE class. Construction began on the ship in May 2007, and it is scheduled to be delivered to MSC in the second quarter of 2009.

"We have a great example to live up to, and I think this crew is up to the task," said Capt. Mike Rogan, Brashear's civil service master. "I'm looking forward to our first mission."



U.S. Navy photo by Mass Communication Specialist 3rd class David A. Brandenburg



U.S. Navy photo by Mass Communication Specialist 1st Class Jennifer A. Villalovos

Lauren Brashear, eldest granddaughter of Master Chief Boatswain's Mate Carl Brashear, holds a ceremonial bottle of champagne before christening dry cargo/ammunition ship USNS Carl Brashear Sept. 18.