

September 2008

S·E·A·L·I·F·T

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

JLOTS

JOINT LOGISTICS OVER THE SHORE

Story and photos
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Exercise observers in Pacific Strike 2008 tour an 800-foot-long pier off Camp Pendleton, Calif. The pier was created by connecting nine non-powered Navy lighterage causeway sections and used for joint logistics over the shore operations. In the distance is one of the Ready Reserve Force ships that was activated and came under Military Sealift Command's operational control for the exercise.

INSIDE — Sealift 08 a fast-paced wargame • USNS Saturn aids Guatemalan area

U.S. Navy photo by Mass Communication Specialist 3rd Class Brian Morales

What the heck is an MBEC?

Working aboard ships can be both challenging and rewarding. That's why so many people are mariners or Sailors. But, there's more to ships sailing the world's oceans — a lot of planning, scheduling, maintenance and other work goes into all that at-sea time and the MSC missions that support our Navy.

For some of us who are stuck on shore, it means being part of the business planning and execution for the Navy. And that means you end up with questions like, "what the heck is an MBEC?"

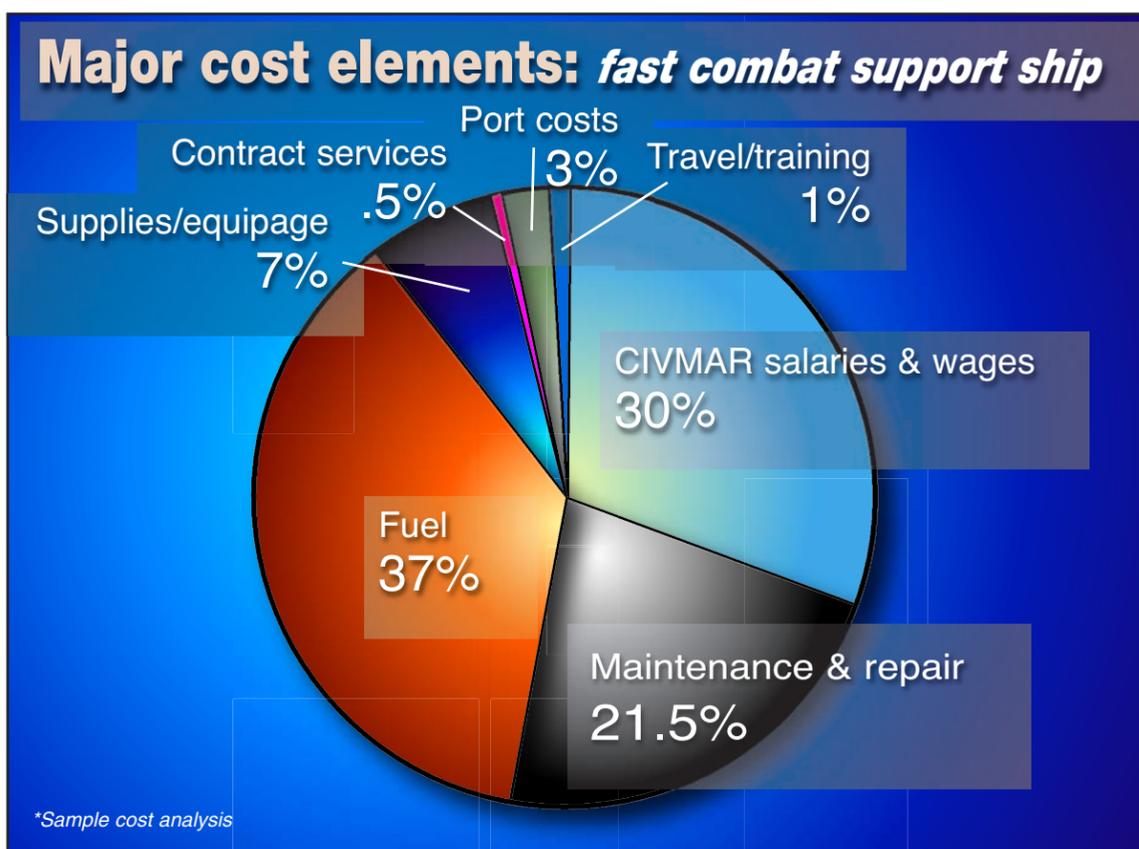
Okay, so maybe it isn't a burning question that wakes you up in the middle of the night, but the issues that come up in the MSC Business Execution Cycle briefing do sometimes bring me out of a sound sleep. They are the issues that affect MSC.

When we joined the U.S. Fleet Forces Command team last year, we began developing new processes to measure our participation with the fleet and keep track of the level of services we provide to the fleet. This allows us to more readily respond to problems that arise and adjust our processes to eliminate those problems. I instituted an MBEC briefing to further refine and quantify MSC's major cost drivers and get a better overall picture of where and how our resources are being used.

A Navy captain, the commanding officer for a large organization that serves the fleet as we do, said during his change of command ceremony that it's always important to ask three questions: "Where are we going? How are we doing? How do we know how we're doing?"

The MBEC encompasses these three questions and the processes they invoke.

The objective of the MBEC is to drill down into the information contained in our databases and use that information to create the business processes and models that show and explain our levels of service to the fleet, the costs associated with those services and our readiness levels related to providing those services. Notice that everything about the MBEC relates to service.



The whole idea is focused on service to the fleet, since the fleets are our primary customer under the Navy Working Capital Fund.

What's also good about the MBEC is that it gives MSC's senior leadership an opportunity to examine in some detail the financial activity of the four command programs — Naval Fleet Auxiliary Force, Special Mission, Prepositioning and Sealift — as they execute the business of the organization.

Ultimately, the MBEC will help us refine the processes that will allow leadership an opportunity to make course corrections in our business activities so we can better manage our budget after balancing costs and risks. This will give leadership the ability to redirect resources and know where in the business processes these course corrections can be made so they will be most effective.

The MBEC also aims to automate the gathering of information from various data bases in a manner that allows leadership real-time management of the organization. The idea here is to change the current mode of examining historical data and attempting to predict the future from that data. Instead, I want to use current, almost up-to-the-minute

data to make informed decisions now, rather than in six or 12 months. This alone will make us a more responsive command when it comes to our services to the fleet and other customers.

These weekly meetings at MSC headquarters reflect and build on existing enterprise measurements that detail MSC fleet operations and maintenance activities. There is a link to our financial management system software, so we can pull cost data into the discussion. We want to use proactive management measures to ensure that our costs are controlled as much as possible.

As the weekly meetings unfold, each program provides the following information:

- Ready for tasking status for their mission-specific vessels and equipment by ship class and individual ship.
- Ship cost categories that report operational expenses for a ship class or individual ship, including maintenance and repair, fuel, crew salaries and wages (if they're civil service mariners), travel and training, and supplies.
- Program performance measures that are specific to each program, such as cargo capacity used on chartered sealift ships.

The MBEC process has been valuable in providing us insight into our direct and indirect costs. It's a living/changing organism that will be modified as we learn more about those costs and how they affect the processes that drive MSC. Another benefit is that the MBEC is helping us be better budget builders because it helps us explain our costs to our customers, allowing them to see the big picture.

We're constantly looking for ways to make the service we provide to the fleet better, faster, more comprehensive and less expensive. It's a tall order, but the MSC Business Execution Cycle briefing program is helping

us achieve those goals. As our MBEC processes mature, we will share our insights across the organization in a transparent, timely fashion so that all hands understand and appreciate the enduring value MSC brings to the warfighter.

Keep the faith,

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

Senate OKs USTRANSCOM commander

By USTRANSCOM
Public Affairs

Air Force Gen. Duncan McNabb is scheduled to assume command of U.S. Transportation Command in September. He was confirmed by the U.S. Senate Aug. 1. McNabb, a 34-year Air Force veteran, will be the ninth USTRANSCOM commander.

"I know U.S. Transportation Command's success depends on the strength of the total force and of our industry partners," said McNabb. "I will work to continue to strengthen and leverage these partnerships across the entire joint deployment and distribution enterprise." The president must offer the

official appointment to McNabb before he can assume his new position.

McNabb, who has been serving as the Air Force vice chief of staff, was selected to replace former USTRANSCOM commander, Air Force Gen. Norton A. Schwartz, after he was selected for his new position as Air Force chief of staff.

Navy Vice Adm. Ann E. Rondeau, vice commander of USTRANSCOM, became acting commander Aug. 11 and will continue in the position until McNabb assumes command.

Before McNabb was Air Force vice chief, he served as commander of Air Mobility Command, the Air Force component of USTRANSCOM.



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Intense training marks Sealift 08

By Trish Larson
MSC Public Affairs

Newport, R.I., famous for its serene summers and well manicured coastal estates, provided strikingly different images for more than 100 top U.S. government maritime experts who visited July 21-25 for a wargame called Sealift 08.

Inside the walls of Newport's Naval War College, participants faced what seemed like a never-ending chain of natural disasters — a series of hypothetical scenarios framed in potential contingency response requirements in the U.S. Southern Command operating area. This year's wargame, hosted by Military Sealift Command, was the fourth of its kind since 2002.

Pressure mounted as wargame participants observed the path of a simulated hurricane powering its way through the Caribbean, reminiscent of Hurricane Georges' rampage on the Caribbean and Dominican Republic in 1998.

Using USSOUTHCOM's operating plans as the foundation for the exercise, participants transitioned to a crisis mode. They role-played several scenarios: activating ships, including hospital ship USNS Comfort, with the associated tasks of expanding crews and shore-side support; overseeing the maintenance, readiness and accessibility of government-owned ships; and using time-tested relationships with the U.S. maritime industry and commercial shipping companies.

The exercise brought together more than 15 commands, including a diverse group of U.S. government sea transportation experts. MSC headquarters was joined by leaders and staff members from the U.S. Department of State, U.S. Coast Guard, Joint Chiefs of Staff, Chief of Naval Operations, USSOUTHCOM, U.S. Transportation Command, U.S. Fleet Forces Command, Surface Deployment and Distribution Command, sealift logistics commands and MSC Reserve units.

Sealift 08 focused on disaster relief and humanitarian assistance, a recurring role for the U.S. military in recent years. The United States has been an emergency responder to a series of natural disasters that have wreaked havoc around the world, leaving massive death and destruction in their wakes.

Soon after the tsunami that struck Southeast Asia in December 2004, MSC hospital ship USNS Mercy, six MSC Maritime Prepositioning Ships and two combat stores ships provided medical services and a total of 305,000 gallons of water, 913 tons of food, 355 tons of supplies and 14 tons of medical supplies to victims of the disaster.

In 2005, nine MSC ships provided humanitarian assistance following hurricanes Katrina and Rita, and two MSC Naval Fleet Auxiliary Force ships joined relief efforts for victims of the devastating earthquake that rocked South Asia. In recent months, MSC was called to duty again following Typhoon Fengshen's attack on the central Philippines. Three MSC ships aided victims by assisting with the delivery of bottled water, 17,350 pounds of rice and other relief supplies ashore.

"History has taught us: When the unexpected happens, our nation's sealift response needs to be fast, effective and well coordinated," said Pat Tully, deputy director for MSC's Joint Plans, Strategic Studies and Wargaming Directorate.



The path of the 1998 Hurricane Georges is featured on this chart, similar to one used for the scenario-based exercise, Sealift 08, in Newport, R.I., in late July. The exercise dealt with emergency response in the U.S. Southern Command operating area. Participants focused on humanitarian aid — including simulated activation of Military Sealift Command hospital ship USNS Comfort — and simulated port opening procedures like the one shown above.



U.S. Navy photos

Sealift 08 offered U.S. government agencies an opportunity to evaluate procedures and practice what each organization will do individually and collectively during the next disaster.

The sealift wargame was no easy parlor game. At the center of the exercise were 82 hypothetical, disaster-related scenarios, each designed to elicit a rapid-fire chain of responses from participating commands.

Every scenario was part of a carefully crafted master scenario events list that governed the entire exercise. That list was the result of more than a year's worth of effort by a planning committee of sealift experts.

Sealift 08 participants were assigned to one of five cells, each ranging from 15 to 30 participants and representing USTRANSCOM, USSOUTHCOM, MSC headquarters, Sealift Logistics Command Atlantic and MSC Office Caribbean — a fictional office created for the exercise.

A central cell of leaders from MSC headquarters and the Naval War College controlled the information flow to exercise participants. A barrage of e-mails, phone calls and personal visits tested the response skills of even the most seasoned sealift experts.

As the game plan ratcheted up, participants raced against the clock, experiencing what it would be like to deal with a labyrinth of government agencies — validating cargo requirements and identifying suitable

sealift ships from government and industry sources. Participants juggled scarce sealift resources against ever-increasing cargo requirements. Creative problem solving was encouraged, and past procedures were re-evaluated.

The wargame allowed participants to discuss and take a closer look at USTRANSCOM's Joint Task Force-Port Opening, also called JTF-PO, initiative. This provides standardized off-the-shelf solutions for opening ports around the world, making them ready for sealift support.

"JTF-PO is a fantastic initiative," said Dave Lyle, an operations research analyst at MSC headquarters. "It will allow MSC to respond to crises around the world in a more timely fashion by having designated military personnel and their port-opening resources ready to deploy on short notice."

Despite the frenetic pace, exercise leaders were able to visit each cell, monitoring situations and providing feedback to ensure proper responses were executed.

"Thanks to Sealift 08, we gained some valuable new insight that is specific and unique to the USSOUTHCOM area of operation from our sealift partners inside and outside MSC," said MSC's Director of Strategic Sealift and Prepositioning, Chris Thayer. "That will go a long way in helping us execute our respective roles and responsibilities more effectively."

MSC combat stores ship aids Guatemala community

U.S. Southern Command
Public Affairs

Crew members of Military Sealift Command combat stores ship USNS Saturn participated in a community relations project in Municipio de Ztapa, Guatemala, July 23.

Nineteen civil service mariners and Sailors from Saturn took a day during the ship's in-port maintenance period to deliver medical supplies and hygiene products to the Centro de Salud Clinic. Additionally, the crew deliv-

ered toys and first aid kits to the Escuela Oficial Urbana Mixta Tipo Minimo and Escuela Oficial Rural Mixta Puerta de Heirro elementary schools.

"We're pleased that our mariners had the opportunity to participate in this work that will improve life for our southern neighbors," said Navy Capt. George Galyo, commander of Sealift Logistics Command Atlantic, which oversees the ship when it's not doing operations.

Although consisting of only two doctors and 18 staff members, the

Centro de Salud Clinic provides care for many local pediatric, adult and elderly residents who suffer from pneumonia, respiratory infections and various skin infections.

The civil service mariners and Sailors were also happy to bring toys and first aid kits to the two local schools.

"I had a wonderful time, and the response we received from the children and adults was priceless," said Navy Operations Specialist Seaman Kiara Wilson.

The items brought smiles to the faces of children at the two schools, where more than 600 students attend the Escuela Oficial Urbana Mixta Tipo Minimo elementary school, and more than 400 children attend the Escuela Oficial Rural Mixta Puerta de Heirro elementary school.

Saturn is currently deployed to Latin America and the Caribbean providing logistical support to counter illicit-trafficking missions in the U.S. Southern Command area of operations.

Ship to

MSC ships play major role

**By Laura Seal
MSC Public Affairs**

Two miles from the Camp Pendleton, Calif., coast – with no port in sight – large, medium-speed, roll-on/roll-off ship USNS Pililaaau spent six days in late July conducting around-the-clock off-load operations. Each day, as the morning haze burned into afternoon sunshine, harbor seals and sailboats investigated the scene as the massive 950-foot, gray-hulled ship towered over military watercraft transporting Army containers and vehicles from Pililaaau to shore.

Pililaaau arrived at its anchorage on the afternoon of July 21 carrying more than 210,000 square feet of Army equipment to be discharged as part of exercise Pacific Strike 2008. The U.S. Transportation Command-sponsored exercise focused on transporting military cargo between ship and shore where ports aren't accessible. This unique capability is called joint logistics over the shore, or JLOTS.

Four civilian-crewed ships under Military Sealift Command's operational control and more than 3,000 Soldiers, Sailors, Marines and civilians from across the United States participated.

"The only way to move massive amounts of equipment to our military forces or to people in need is by ship," said Army Brig. Gen. Mark MacCarley, deputy commander of 8th Theater Sustainment Command, which was responsible for oversight of this year's exercise. "If there isn't a port, we still need the capability to get our equipment to shore."

The objective of Pacific Strike 2008 was to rehearse and demonstrate the JLOTS capability while at the same time conducting a real-world mission: delivering nearly 1,000 vehicles and more than 500 containers of equipment belonging to the Army's 3rd Brigade of the 25th Infantry Division and the 45th Sustainment Brigade to the Army's National Training Center in Fort Irwin, Calif. The Hawaii-based Soldiers will join their equipment at Fort Irwin where they will train prior to deploying to Iraq later this year.

As in every JLOTS evolution, MSC vessels and personnel were at the core of this year's exercise, delivering not only the cargo to be transported to shore, but also much of the equipment and materials used by Soldiers and Sailors to construct temporary at-sea and shoreside infrastructure used during the offload, such as floating platforms and fixed and floating piers.

MSC personnel of Pacific Strike

Uniformed and civilian MSC personnel from MSC headquarters, Sealift Logistics Command Pacific in San Diego, Military Sealift Command Office Hawaii and five MSC Navy Reserve units from the West Coast were integral at every stage of planning and execution for Pacific Strike 2008 – ensuring that the ships were activated, properly loaded, on schedule and integrating seamlessly with the rest of the assets and personnel on scene for the exercise.

MSC heavy-lift specialist Tom Walters, from the MSC headquarters Sealift Program, was involved at the earliest stages of planning for the exercise, which began in June 2007. At that time, Walters coordinated with other key participants including U.S. Transportation Command, the Army's 8th Theater Sustainment Command and Amphibious Construction Battalion One to develop the ship requirements based on the amount and type of cargo needed for the exercise.

"Once we knew which ships we were using, and, more specifically, their locations and speed, we were able to develop the ships' schedules and work them into the overall exercise timeline," said Walters.

With the ships identified and the schedule in place, MSC's Sealift Logistics Command Pacific, or SEALOGPAC, arranged the many details that are part of operating ships and moving them into and out of ports. "We took care of all of the things that you don't see on the surface, such as sail orders and coordination with the U.S. Maritime Administration and the ships' crews," said Larry Larsson, SEALOGPAC's principle coordinator for this year's exercise. In addition, the SEALOGPAC satellite office in Hawaii coordinated the load of cargo onto Pililaaau.

The Army trident pier approaches Gold Beach in Camp Pendleton, Calif., during joint logistics over the shore July 21.



U.S. Navy photo by Mass Communication Specialist 2nd Class Brian P. Caracci



A Sailor from Beach Master Unit One signals to Amphibious Construction Battalion One's Improved Navy Lighterage System causeway ferry during joint logistics over the shore July 6 at Camp Pendleton, Calif.

shore

le in logistics exercise

Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS Pililaa's stern ramp opens onto a floating platform of Navy barges 2 miles off the coast of Camp Pendleton, Calif.



U.S. Navy photo by Laura Seal

ment necessary for MSC personnel to track and coordinate ship and cargo off-load operations. The van was located a stone's throw away from the exercise's command and control headquarters called the joint operations center, where the exercise commander's staff oversaw day-to-day execution.

"These Reservists arrived, immediately took control and executed the mission at 101-percent efficiency," said Larsson.

The ships of Pacific Strike

In addition to the MSC-owned Pililaa, three ships were activated from the U.S. Maritime Administration's Ready Reserve Force and under MSC's control for the exercise: heavy-lift ship SS Cape Mohican, crane ship SS Flickertail State and Chesapeake.

MSC's ships operated in three phases – deployment, execution and redeployment. The 876-foot Cape Mohican was the first ship to arrive off the coast of Camp Pendleton during the deployment phase, dropping anchor June 23. Cape Mohican delivered Navy motorized and non-motorized barges. With the offload complete, Cape Mohican departed June 29.

Flickertail State arrived the next day, carrying more than 350 pieces of cargo – materials that Navy Seabees would use to construct a temporary pier, called an elevated causeway, on the beach to receive cargo when it reached the shore.

Chesapeake arrived July 8 and discharged more than 200,000 gallons of water in a demonstration of its ability to pump fuel to shore. With the pumping demonstration complete, Chesapeake provided fuel to the 39 Navy and Army watercraft over the next 20 days as part of the exercise.

Pililaa was the last ship to arrive on the afternoon of July 21. That day, the ship opened its ramps onto float-

ing barges, standing by to deliver cargo to shore. At 8:20 the next morning, off-load operations began and continued until just before midnight July 27.

From Ship to Shore – the offload

The equipment began its journey from Pililaa's cavernous cargo holds to shore in one of two ways. Pililaa's two shipboard, 110-ton cranes lifted containers from the weatherdeck onto barges and other watercraft that transported the equipment to shore. Concurrently, military personnel drove wheeled and tracked vehicles down the ship's stern and side ramps.

Vehicles discharged from the ship's stern ramp were driven onto a 240-foot by 72-foot floating platform, almost twice the length and width of a basketball court, called a roll-on/roll-off discharge facility. From this platform, vehicles were driven onto a long, narrow motorized floating platform called a causeway ferry for transport to shore. At more than 240 feet long and 24 feet wide, the causeway ferry is made up of four attached modules – of which only the aft module is motorized. Together, this discharge facility and causeway ferry make up the Improved Navy Lighterage System.

A similar and slightly larger Army roll-on/roll-off discharge facility was positioned at the foot of Pililaa's sideport ramp to receive and stage cargo, which was transported to shore aboard Army landing craft utility boats.

At the beach, military personnel transferred the cargo to shore via the elevated causeway.

With acres and acres of rolling stock and containers successfully off-loaded ashore, Navy Capt. Kurt Storey, commanding officer in charge of MSC units during the execution phase of the exercise, found satisfaction in a job well done.

"It takes intense planning, practice and finely tuned coordination to safely and efficiently transfer cargo between ship and shore even in the best of conditions," he said. "This exercise showed once again how MSC supports today's joint team and can adapt to changing conditions to execute the very unique challenge of delivering high-priority cargo directly over the shore."



U.S. Navy photo

NAMESAKE'S FAMILY VISITS PILILAAU

Medal of Honor recipient Pfc. Herbert K. Pililaa's niece, Abbey Chase, and Capt. Richard Malloy, USNS Pililaa's civilian master, meet during a small ceremony aboard the ship July 14 in Pearl Harbor, Hawaii. Pililaa, a large, medium-speed, roll-on/roll-off ship, visited the birthplace of its namesake July 12-16 to load cargo for Pacific Strike 2008 – a joint logistics over the shore exercise. Pililaa posthumously received the Medal of Honor for conspicuous gallantry in action during the Korean War. The stack stripes of Military Sealift Command fleet replenishment oiler USNS Guadalupe are visible in the background.

HQ • HIGHLIGHTS

Navy **Chief Yeoman Anthony Lane** was awarded the annual Drug Free Flagship Award for his outstanding efforts mentoring children, training staff members, organizing activities and providing program logistics support as the volunteer regional coordinator for the Navy's Drug Education for Youth Program, Naval District Washington. The program teaches children ages 9-12 to engage in positive, healthy lifestyles as drug-free citizens through coordinated community participation, character and leadership development, posi-

tive role model mentoring and drug education.

Navy **Yeoman 2nd Class Josh Cochran**, Reserve programs, was selected as the Military Sealift Command Sailor of the Quarter for the third quarter of 2008.

MSC welcomes **John McIntire** and **Derek Swanson**, operations; and **George Herndon**, contracts and business management.

MSC bids farewell to **David Greer** and **Raegan Brown**, engineering; and **Michelle Guy**, command, control, communications, and computer systems.



Navy Capt. **Craig Galloway** (left), director; **Gene Dawydiak**, senior marine transportation specialist; and Navy Cmdr. **David Joshua** form the nucleus of Military Sealift Command's new Strategic Sealift and Prepositioning Detachment at Scott Air Force Base, Ill. The detachment, which will eventually have six people, provides on-site strategic sealift support to U.S. Transportation Command.

MSC det stands up at USTRANSCOM

By **Anna Hancock**
MSC Public Affairs

Military Sealift Command stood up the Strategic Sealift and Prepositioning Detachment at Scott Air Force Base, Ill., July 31 to serve as the communication intermediary between U.S. Transportation Command and MSC. This new model of operations is led by Navy Capt. Craig Galloway, who served as the MSC liaison to USTRANSCOM, a position the detachment replaces.

The office is designed to streamline the flow of information and strengthen the partnership between MSC and USTRANSCOM.

"This MSC detachment marks a significant milestone in MSC's history," said Chris Thayer, director of the Strategic Sealift and Prepositioning Program at MSC headquarters in Washington, D.C. "The permanent presence on Scott Air Force Base

will provide on-site strategic sealift support to U.S. Transportation Command's Deployment and Distribution Operations Center."

The detachment will be composed of six MSC employees assigned to Scott Air Force Base, who will report directly to Thayer. Four will be civilian marine transportation specialists, who will have the opportunity to rotate back to MSC headquarters after three years to continue career development. Two members are active duty Navy officers, one of whom is on a new surface warfare officer specialty career path that was introduced by the Navy to allow surface warfare officers to specialize in a field that will contribute to the officer's career development.

The detachment currently consists of Galloway; Navy Cmdr. David Joshua, chief staff officer; and Gene Dawydiak, senior marine transportation specialist.

COMPASS • HEADING

Ship Support Unit Singapore welcomed Navy **Lt. Kenny Lee** in July as chaplain upon the departure of Navy **Lt. Catherine Pace**. Pace logged more than 150,000 nautical miles providing support to Military Sealift Command personnel during her two-year tour.

Fair winds and following seas to **Assistant Storekeeper Bayani Bongolan**, who retired Aug. 1.

Engine Utilityman Antonio Siarot died in July while assigned to the CIV-MAR Support Unit – West pool. Military Sealift Fleet Support Command sends condolences to his family and to the many friends he acquired during the more than 38 years he sailed for MSC.

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

ATLANTIC • LINES

Terry Smith, marine transportation specialist in the Sealift Logistics Command Atlantic Port Canaveral, Fla., office, received the Civilian of the Quarter award for July through September. Smith supported the U.S. Navy's tracking range and weapons testing facility located at Andros Island, Bahamas. He has also provided logistical support to acoustic survey ship USNS Hayes, an MSC special mission ship that supports the Navy's submarine fleet.

Tom D'Agostino, marine transportation specialist at the SEALOGLANT Charleston, S.C., office, coordinated the arrival of MSC ammunition ship USNS Mount Baker there July 15. D'Agostino also provided logistical support to large, medium-speed, roll-on/roll-off ship USNS Fisher Aug. 3 while it loaded mine-resistant, ambush-protected vehicles as well as up-armored Humvees destined for use in Iraq.

Allen Dickerson, marine transportation specialist at the SEALOGLANT Jacksonville, Fla., office, provided logistics support during fuel discharge operations July 28-29 of MSC-chartered tanker MV Houston in Key West, Fla. Houston then steamed to Jacksonville where Dickerson assisted the vessel while it loaded 25,000 barrels of fuel Aug. 1-2.

Rich Bolduc, also of the Jacksonville office, and Dickerson as-

sisted with cargo discharge operations of Ready Reserve Force ship MV Cape Vincent there July 30 to Aug. 1.

Brian Hill, marine transportation specialist at SEALOGLANT, traveled to Thule Air Base, Greenland, July 23 to Aug. 1 to assist with the annual Pacer Goose mission that supplies the food, fuel, equipment and supplies that the base needs to operate for the next year. This year, MSC tankers USNS Richard G. Matthiesen and USNS Paul Buck, as well as MSC-chartered ship MV American Tern, took part. Escorting the three ships through the ice-choked waters was the Canadian Coast Guard Cutter Henry Larsen. The two tankers delivered 369,000 barrels of jet fuel — a two-year supply — due to pending construction and dredging plans that may make fuel delivery impossible next year. Hill reported that severe weather conditions plagued the entire operation with high winds, constant rain and low temperatures every day.

SEALOGLANT bid farewell to Navy **Lt. Nathan Aiken**, who served as the command's assistant antiterrorism/force protection officer from September 2006 to August 2008. Navy **Capt. George Galyo**, SEALOGLANT commander, presented Aiken with the Navy Commendation Medal for his efforts Aug. 8.

PACIFIC • BRIEFS

Military Sealift Command large, medium-speed, roll-on/roll-off ships USNS Brittin and USNS Pililau arrived at their new layberths in the Pacific Northwest. Brittin arrived at its layberth at the Bremerton Naval Shipyard, Wash., Aug. 1, after off-loading Operation Iraqi Freedom cargo in Tacoma, Wash. Pililau pulled into its layberth at the Port of Vancouver, Wash., July 31, following joint logistics over the shore operations, off the coast of San Diego.

MSC dry cargo/ammunition ship USNS Robert E. Peary completed its shakedown cruise Aug. 4, which was the ship's first MSC underway period. Following the cruise, Peary made a port visit to San Francisco before returning to San Diego. Peary was deliv-

ered to MSC June 5 and is slated for assignment to the East Coast.

Navy **Chief Information Systems Technician James Seay** was awarded the Meritorious Service Medal for his outstanding service as the Sealift Logistics Command Pacific senior enlisted advisor and communications officer from July 2005 to July 2008.

Welcome aboard to **Damon Orth**, SEALOGPAC facilities officer, and Navy **Lt. j.g. Fadi Sacre**, SEALOGPAC director of logistics.

Fair winds and following seas to **Hazel Snell**, a financial management analyst for Ship Support Unit San Diego's comptroller department, who retired Aug. 1 after 34 years in government service, 20 of which were served with MSC.

MSC commander initiates award-winning antiterrorism measures

By Rosemary Heiss
MSC Public Affairs

Navy Cmdr. Chris Cruz, Military Sealift Command Office Korea commander, received a plaque from the U.S. Coast Guard recognizing the command's support for a critical antiterrorism exercise in Busan, Korea, Aug. 4-5. MSCO Korea provided planning, communication and logistics support for the exercise, which simulated a hostile boarding of a ship.

The plaque comes only a month after Navy Cmdr. Ron Oswald, former commander of the office, received a top U.S. Army award for building an antiterrorism program for Pier Eight, Busan Storage Facility and the Defense Reutilization and Marketing Office.

"Commander Oswald put antiterrorism on the map at Busan," said Army Col. Michael P. Saulnier, Army Garrison Daegu commander, who oversees the area made safer by Oswald's antiterrorism plan. "He made the program an integral part of daily operations for all the agencies here."

Oswald, who commanded MSCO Korea from June 2006 until June 2008,



received the Outstanding Antiterrorism Innovation – Individual award from the U.S. Army's Installation Management Command, which is recognized by the Department of the Army for having one of the service's top antiterrorism programs. The award included \$75,000 for antiterrorism and force protection measures at Army Garrison Daegu.

"Antiterrorism is an important priority in our post-9/11 operating environment," said Army Maj. Gen. John Macdonald, Installation Management

Command deputy commanding general. "As the global war on terrorism continues, we have to put resources into the critical issue, and this award recognizes people who are doing the imperative work."

Oswald wrote an installation plan, established host nation agreements, held training seminars, initiated threat working groups and conducted vulnerability assessments for the area, which improved antiterrorism protection for families, facilities and equipment in the Daegu area.

To test the measures, Oswald developed and coordinated a capabilities exercise that exceeded Army and Department of Defense standards. He received an Army Commendation Medal for the exercise, which was the culmination of one year of discussions, meetings, table-top wargames and one-on-one negotiations. The exercise, featured on Korean News Network, was lauded as a solid demonstration of cooperation and resolve.

The efforts that Oswald and his relief, Cruz, have invested in antiterrorism at Busan ensure MSCO Korea's mission takes place in a secure environment.



"The MSCO Korea staff is creative, dynamic and enthusiastic," said Navy Capt. Jim Romano, commander of Sealift Logistics Command Far East, parent command of MSCO Korea. "The awards that these commanders have received recognize that and serve as a reminder that we're all working toward the same goal — delivering supplies that provide our Sailors, Soldiers, Airmen and Marines with what they need in the Far East and that keep our sea lanes secure around the world."

FAR • EAST • HAILS

Vice Adm. John M. Bird, U.S. 7th Fleet commander, visited Maritime Prepositioning Ship USNS GYSGT Fred W. Stockham Aug. 1. During the visit, the admiral saw a demonstration of the expanded maritime interception operations and held an admiral's call with the military detachment aboard the ship.

MSCO Korea commanding officer Navy Cmdr. Chris Cruz and MSCO Korea staff members visited the Miae-won orphanage in Busan July 30 where they donated 200 toys and more than 400 articles of clothing. MSCO Korea has sponsored the orphanage, home to 70 children up to 18 years of age, since 1959.

MPS Squadron Three's Navy Lt. Cmdr. Gene Franks, Navy Chief Yeoman Dustin Boulware, Navy Chief Gunner's Mate Thomas Peck and Navy Chief Operations Specialist Don Wilson planted trees at the local Koblerville Youth Center on Saipan July 28 as part of a project called Beautify CNMI. The project is spearheaded by an association of concerned citizens, private groups and local gov-

ernment agencies united to enhance quality of life through beautification projects throughout the Commonwealth of Northern Mariana Islands. "This is a great way for the staff to interact with the local community and make a positive impact on the island," said Wilson.

Maritime Prepositioning Ship Squadron Three military staff members marched in a U.S. Independence Day parade July 4. Held on Saipan, the parade also commemorated the 64th anniversary of the historic World War II battle that liberated Guam and the Northern Mariana Islands July 21, 1944.

MPS Squadron Three bid fair winds and following seas to force protection officer Navy Lt. j.g. Edward Egan July 24. Egan, who served with the squadron since August 2006, was awarded the Navy Commendation Medal from MPS Squadron Three commander Navy Capt. Richard Daniel for his outstanding service to the command. The command welcomed materiel officer Navy Lt. j.g. Tara Burress who reported from guid-



U.S. Navy photo by Lt. j.g. Chris Peters

CENTRAL • CURRENTS

Military Sealift Command fleet replenishment oiler USNS Big Horn departed the U.S. 5th Fleet area of operations in July following a successful five-week deployment in support of operations Iraqi Freedom and Enduring Freedom, the global war on terrorism and maritime interdiction operations. Big Horn supported the Abraham Lincoln Carrier Strike Group,

Peleliu Expeditionary Strike Group and other coalition naval forces. During the deployment, Big Horn conducted 10 underway replenishments and three in-port replenishments, transferring more than 1 million gallons of fuel.

The command welcomes Navy Lt. j.g. Samuel Hull who relieved Navy Lt. Amy Smith as surface routing officer.

EUROPE • NEWS

Military Sealift Command fleet replenishment oiler USNS Patuxent completed a five-month deployment to U.S. 6th Fleet June 27. As the duty oiler, the ship delivered fuel, food and cargo to the fleet and provided exercise support as a target ship. During the deployment, Patuxent participated in Africa Partnership Station in the Gulf of Guinea, Exercise BALTOPS in the Baltic Sea, Exercise Phoenix Express in the western Mediterranean Sea with NATO and African nations, and real-world contingency operations in the eastern Mediterranean Sea. In point-to-point mileage, the ship and crew

covered more than 8,000 nautical miles between mission areas throughout the 6th Fleet area of operations.

Sealift Logistics Command Europe, working together with the Army's Surface Deployment and Distribution Command and U.S. Navy Seabees, helped MSC-chartered ship MV Advantage redeploy heavy construction equipment from Monrovia, Liberia, to Rota, Spain. In early July, Advantage loaded 36 pieces of rolling stock and break-bulk/containerized cargo used to build needed facilities that were the focal point of humanitarian assistance programs in Liberia.

TWO IF BY SEA

Guided-missile destroyer USS Halsey receives two Sailors from Military Sealift Command fleet replenishment oiler USNS Big Horn by high-line transfer during a connected replenishment at sea July 25 in the Indian Ocean.

T-AKE begins logistics operations in 7th Fleet

By Rosemary Heiss
MSC Public Affairs

Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd entered the U.S. Navy's 7th Fleet area of operations July 24, marking the arrival of the first Lewis and Clark-class combat logistics support ship in service to the 52 million-square-mile region.

Though the entry into the fleet's territorial waters was without ceremony, it signaled a significant change for Logistics Group Western Pacific, also known as Commander Task Force 73, which will operationally control the ship while in theater.

"This ship will enable our command to provide the warfighter with a level of support that is unprecedented," said Rear Adm. Nora Tyson, CTF 73 commander. "It brings a much more robust capability to the fight."

The underway replenishment vessel, known as a T-AKE, replaces the current capability of the Kilauea-class ammunition ships and Mars-class combat stores ships, and it also possesses the capability to refuel ships at sea. Byrd took the place of MSC combat stores ship USNS Niagara Falls.

"The combat stores ships are extremely capable and have developed a real 'can-do' culture for any mission in 7th Fleet. However, having the T-AKE as a one-stop logistics ship in the Navy's largest theater will significantly improve the flexibility of our operations," said Capt. Jim Smart, CTF 73 assistant chief of staff for logistics. "While we say a sad farewell to Niagara Falls and honor her many years of fine



U.S. Navy photo by Ensign Stephanie Titus

Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd (left) takes on supplies from MSC combat stores ship USNS Niagara Falls via vertical and connected replenishment at sea July 31. Byrd replaces Niagara Falls in U.S. 7th Fleet, which served the area of operations for more than 15 years and the Navy for more than 40.

service and her reputation for professional excellence, we welcome and are glad to have Byrd and its crew on the Navy team in the Western Pacific."

Niagara Falls' last mission after 15 years in the theater was to resupply MSC hospital ship USNS Mercy, July 16, while it was off the coast of Timor-Leste supporting Pacific Partnership 08.

To mark the gravity of the final operational mission, Capt. Dan LaPorte, Niagara Falls civil service master, flew in an embarked helicopter to Mercy to present the ship with a trophy. Mercy's civil service master, Capt. Bob Wiley – along with Navy Capt. William Kearns, mission commander, and Navy Capt. Jim Rice, Military Treatment Facility

commander – were on hand to receive the memento.

"The success of our mission depends on the reliable and steadfast support of MSC's combat logistics ships," said Wiley. "Being on hand to say goodbye to a ship that has provided support to the Navy for more than 40 years is an honor. As we continue on to our last mission stop, we look forward to having Byrd providing the same crucial support that allows Pacific Partnership to positively impact the 7th Fleet area of operations."

Two weeks later and only a week after Byrd entered the theater, Niagara Falls passed its cargo to the 689-foot T-AKE in an underway replenishment

to consolidate stores, beginning Byrd's work in 7th Fleet.

"Taking on this cargo from our trailblazing predecessor, Niagara Falls, marks the beginning of an exciting operational journey for us," said Capt. Robert Jaeger, Byrd's civil service master. "We are eager to take on the important job of keeping the fleet supplied and look forward to carrying on the proud legacy left behind by the Falls."

T-AKEs began supporting Navy fleet operations in 2007 when USNS Lewis and Clark, the namesake ship of the class, deployed to the U.S. Central Command area of operations for six months. Byrd is the fourth operational T-AKE.



U.S. Navy photo

Fire drill in the desert

Military Sealift Command Office Kuwait, which was established in 2003 to support the build-up of U.S. forces in the region, continues to expand its capabilities and strengthen bonds with the surrounding area by doing exercises like this first-of-its-kind fire drill with the Kuwaitis. The drill simulated a fire aboard MSC large, medium-speed, roll-on/roll-off ship USNS Brittin. Kuwait Port Authority and Kuwait Industrial Fire Brigade, along with U.S. disaster response teams took action to fight the fictitious fire.

Kuwait sealift office changes command, staff

By Laura Seal
MSC Public Affairs

The Kuwait-based U.S. Navy command responsible for managing nearly 90 percent of all U.S. military cargo being shipped in and out of the Middle East held a change of command ceremony at the Port of Ash Shuaybah, Kuwait, Aug. 10.

Navy Capt. John Cochrane and his 10-person unit were relieved by Navy Capt. David Lehman and members of Military Sealift Command Expeditionary Port Unit 101, based in Quincy, Mass.

Military Sealift Command Office Kuwait, or MSCO Kuwait, plays a strategic role in ongoing U.S. and coalition operations in the Persian Gulf, orchestrating the off-loading and loading of U.S. military equipment and supplies aboard Navy and Navy-contracted ships at the Port of Ash Shuaybah.

This equipment includes Humvees, tanks, trucks and helicopters, and is primarily destined for U.S. forces stationed in Iraq.

During their time in the Gulf, Cochrane and his team coordinated more than 100 missions that deployed nearly 4 million square feet of cargo to U.S. and coalition forces in the region and redeployed 3.5 million square feet of cargo to the United States.

The Reservists also assisted the Kuwait Port Authority and Kuwait Coast Guard in rescuing four Kuwaitis whose boat sank 16 miles from Ash Shuaybah and developed more than 110 standard operating procedures for the MSCO Kuwait operations centers, equipment, watches and base requirements.

"I am proud of what my team did here in Kuwait and Bahrain," said Cochrane. "They stood the MSC

watch and stood it well. MSC should be proud of the Sailors that represented them here in MSCO Kuwait."

Incoming commander Lehman says that he and his staff are ready to pick up where their predecessors left off.

"I look forward to leading my team as we continue to enhance our relationships with the host nation's port agencies, as well as with our military counterparts at the port," said Lehman. "The deployment and redeployment of cargo through Kuwaiti ports is vital in meeting the logistics needs of our troops serving in Iraq and Afghanistan."



Lehman