

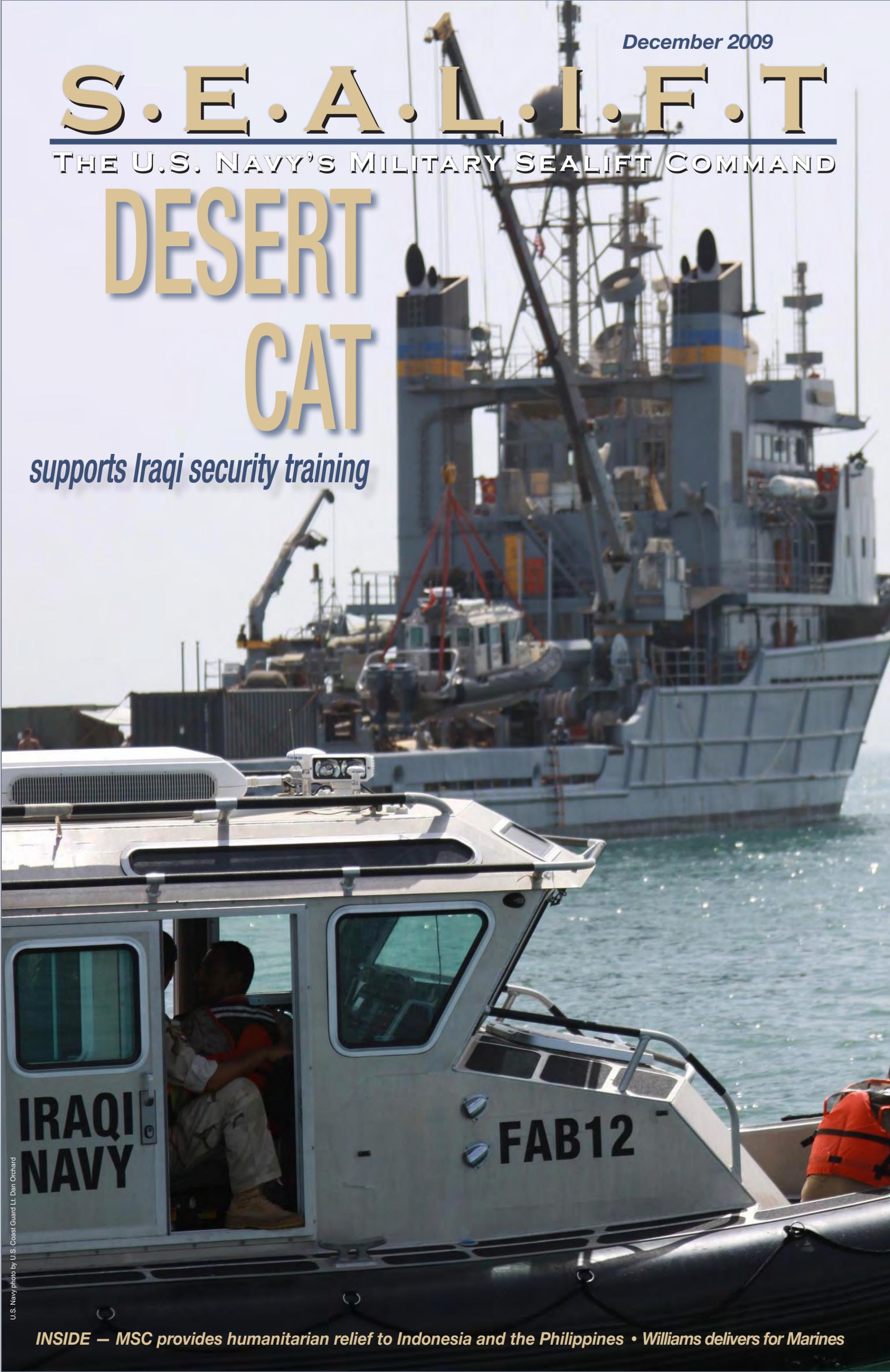
December 2009

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

DESERT CAT

supports Iraqi security training



U.S. Navy photo by U.S. Coast Guard Lt. Dan Orchard

INSIDE — MSC provides humanitarian relief to Indonesia and the Philippines • Williams delivers for Marines

The top five things I learned my first month at MSC

Hard to believe, but it has already been more than a month since I assumed my watch at MSC. I thought I'd share some of my big takeaways during my first 30 days.

Professionalism

I've long admired the professional way MSC executes its mission, but this was underscored on my fifth day in command during an accident involving one of our ships that left one air crewman dead and eight injured when an Army Blackhawk helicopter crashed on MSC fast combat support ship USNS Arctic off the coast of Cape Henry, Va. The crash occurred during routine training operations involving the Army helicopter and members of an East Coast-based Naval Special Warfare Unit. The fire that resulted was quickly extinguished by Arctic's crew and the wounded were assisted while the situation was secured. The heroic response by the Arctic crew members spoke volumes about their capabilities and expertise representative of the courage and professionalism that I would expect to find in all of our ships. I met the ship as it pulled in that night after the accident, and I proudly returned two weeks later to present medals and commendations to the master, chief engineer and others who directly participated in the rescue effort. It was a proud moment for them all.

Mission diversity

This outfit is involved in a remarkable number of vital missions for our nation. From underway replenishment to undersea surveillance, and from prepositioning combat equipment to transporting tanks and trucks to the Middle East and back, without MSC the armed forces of the United States would be hard-pressed to execute their missions. But MSC's missions go far beyond those four traditional areas. We've been deeply involved in counter-piracy efforts, providing fleet logistics support to Combined Task Force 151 in the Indian Ocean, acting as a temporary brig for captured pirates and repelling pirate attacks on our own ships, and very soon, perhaps, serving as flagship for the CTF 151 commander.

We're also involved in exercises around the world. Prepositioning ships helped the Marine Corps in California. Naval fleet auxiliary force ships provided logistics support to Navy ships in Egypt. MSC Expeditionary Port Units helped train Army transportation personnel. Special mission ships



U.S. Department of Defense photo

MRAPs SAVE LIVES

exercised with the Japanese Maritime Defense Force. Large, medium-speed, roll-on/roll-off ships from the Sealift Program supported a Marine Corps exercise that could grow to involve the Defense Threat Reduction Agency in the future.

Then, of course, there are the humanitarian and civic assistance missions that our hospital ships carry out. Add to that disaster relief following tsunamis and hurricanes, and of course, our primary mission of delivering the goods to the warfighter. The photo of a mine-resistant, ambush-protected vehicle, or MRAP, on this page shows what happens when it is hit by a 500-pound improvised explosive device. All the crew members walked away from the blast. MSC delivered more than 3,000 MRAPs to our brothers and sisters in arms in Iraq and Afghanistan. You are saving lives.

Organized for business

What makes all this possible is the fact that we're organized to run our business in the most efficient and effective manner possible. I've been "doing it the Navy way" for 30 years. Now I'm looking at MSC operations with new eyes as I see us adopting best practices from the maritime industry and following a business case that delivers without wasting resources.

For instance, the Defense Finance and Accounting Service gave our comptroller and the MSC financial people around the world kudos for reducing unmatched disbursements

from \$7 million to \$2 million recently. That's a measure of how close our financial books covering our dealings with other federal agencies and organizations are to being in balance on a monthly basis. The closer unmatched disbursements get to zero, the better stewards we are of the taxpayers' money. We've had "zero" months. In an annual budget of more than \$3 billion, that's nothing short of incredible.

Change on the horizon

Lots of it, and it will give us some unique opportunities. When I met with the Chief of Naval Operations recently, we talked about the joint high-speed vessel program. As it's currently planned, five JHSVs will go to the Navy and five to the Army. Discussions are underway that may result in MSC operating the Army's five JHSVs, in addition to the Navy's JHSVs, and that will open up a whole new area of potential for MSC. More to follow on that.

At the same time, we're taking over operations of a whole new ship class – submarine tenders. Hybrid crews of civil service mariners and sailors under the command of a Navy officer, similar to USS Mount Whitney, the U.S. 6th Fleet command ship that we operate now. I recently visited USS Emory S. Land and was impressed by the high level of cooperation already being executed daily by the MSC and U.S. Navy crew.

Add SBX, the sea-based, X-band radar platform, that we will also operate, and you've got new mis-

sions, new areas of expertise and new opportunities for MSC.

People strength

That's where MSC will find the wherewithal to excel in all these new areas. Our people, you are our strength. When I visited our CIVMARs in San Diego, we had some very candid discussions.

I hear you, loud and clear on pool issues. It has my personal attention.

I got new insight on a variety of other issues that will help me fulfill my goal of putting our people first. I've still got more ground to cover, including visits to our other sealift logistics commands and as many of our ships as I can get to. I've visited half a dozen already, and there will be many more to come. In the meantime, I urge all MSC shipmates to take advantage of the incredible growth opportunities available, from upgrade and maritime academy programs for mariners to internships and scholarship programs for those ashore.

Good Ship MSC

I'm pleased at what I've seen and learned. We're steaming on course and at speed. I'm gaining a better appreciation each day that I've inherited a fine outfit. Together, we'll deliver.

Yours, aye!

Mark H. "Buz" Buzby
Rear Admiral, U.S. Navy
Commander, Military Sealift Command

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U.S. Navy photo

El Canal de Panamá

Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra proceeds through the Miraflores Lock in the Panama Canal Nov. 6.

MSC ships deliver cargo for humanitarian relief

Indonesia

By Ed Baxter, SEALOGFE Public Affairs

Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd and fleet replenishment oiler USNS Walter S. Diehl delivered urgently needed supplies, equipment and fuel to the coast of Indonesia, Oct. 10-14, in response to deadly earthquakes that struck the region Sept. 30.

At the request of the government of Indonesia and the U.S. Department of State, the Navy – including MSC – joined other branches of the U.S. military, international relief organizations and Indonesia’s military to deliver food, fresh water and medical supplies to remote mountain villages. The U.S. Air Force established a field hospital which treated more than 2,000 patients.

Byrd and Diehl teamed up with amphibious dock landing ship USS Denver and destroyer USS McCampbell off the coast of Western Sumatra.

Byrd sailed from Guam, arriving off Padang, Indonesia, Oct. 10. In addition to providing supplies and fuel to both Denver and McCampbell, two of Byrd’s embarked SA 330J Puma helicopters, which are operated by a private company under contract to MSC, made a total of 39 sorties. The helicopters carried 97 U.S., Indonesian and relief organization passengers to conduct airborne surveys of heavily damaged areas.

“The Puma surveys were critical for decision makers on the ground, so they could target the areas where supplies and assistance were needed most,” said Byrd’s civil service master Capt. Robert Jaeger.

Civil service mariners aboard Diehl delivered more than 18,000 pounds of foreign-assistance cargo to Byrd Oct. 13, via underway replenishment. The humanitarian cargo, which was loaded in Singapore Oct. 8, included water containers, surgical gloves and masks, blankets, water purification tablets, collapsible water bladders, tarps to build shelters, insect repellent and sunscreen.

Byrd transferred the cargo to Denver, which later delivered it to hard-hit areas ashore.

“MSC ships stand ready to support humanitar-

ian operations wherever we are needed, and the cargo Diehl delivered could make a huge impact on the lives of those affected by this devastating earthquake,” said Diehl’s civil service master Capt. Lawrence Carley.

After delivering the humanitarian cargo to Byrd, Diehl provided aviation and diesel fuel to Denver and McCampbell. Later in the day, Diehl departed the area to return to its regular mission of resupplying ships in the U.S. 7th Fleet.

“It was heartbreaking to be witness to the complete devastation Mother Nature is capable of,” said Byrd’s civilian air detachment officer in charge Michael P. Melia, working under contract to MSC. “More than 90 percent of the buildings were destroyed in many of the villages we visited. Hopefully, the efforts of the U.S. Navy will help these unfortunate people start to get back on their feet and on with their lives.”

Byrd’s helicopters flew more than 8,000 pounds of relief supplies ashore, including food, water and tarps.

Like Diehl, Byrd returned to routine underway replenishment operations supporting U.S. 7th Fleet ships at sea after completing its support to the disaster relief efforts.

On Oct. 17, Commander Task Force 76 commander Rear Adm. Rich Landolt praised and thanked the U.S. and Australia combined and joint forces that supported Indonesian humanitarian assistance/disaster relief operations with a Bravo Zulu.

“Your superb coordination with the Indonesian government and military, the organizational skills you demonstrated with the embassy country team, U.S. aid and countless NGOs, and the stellar public diplomacy displayed throughout this operation are hallmarks of American and Australian teamwork, and epitomize the strong bonds of friendship between our two nations,” Landolt wrote. “I am extremely proud to have had the privilege of leading this ... important and historic effort, if only for a short time.”

Philippines

By Meghan Patrick, MSC Public Affairs

Military Sealift Command combat stores ship USNS San Jose spent five days operating off Olangapo, the Philippines, Oct. 1-6, in support of U.S. Department of Defense humanitarian assistance efforts in the northern Philippines, which was ravaged by Tropical Storm Ketsana, Sept. 26-27. Within two days, the region received the equivalent of a monsoon month’s rainfall, causing the most damaging floods and landslides the area has experienced in more than 40 years. More than 420 people were killed, and nearly 4.5 million individuals were affected.

San Jose’s stop in Subic Bay had been previously scheduled. The ship, which is scheduled to deactivate in January 2010, was en route to Guam at the time to turn its cross-deck helicopter detachment over to MSC dry cargo/ammunition ship USNS Carl Brashear. But the nature of the visit changed after the storm hit.

San Jose assisted with and provided SA 330J Puma helicopter support to three Navy ships headed for Manila Bay, one of two areas most impacted by the storm. When San Jose departed Subic Bay on Oct. 6, the ship sailed directly to Manila Bay to provide helicopter support to the same Navy ships.

“San Jose’s support allowed the Navy to continue to concentrate on shoreside support with their embarked helicopter detachment,” said San Jose civil service master Capt. Keith Walzak.



U.S. Navy photo by MC1 Geronimo Aquino

Two seamen hook a pendant to a commercial SA 330J Puma helicopter assigned to Military Sealift Command combat stores ship USNS San Jose during a vertical supply replenishment in the Philippines.

U.S., Australian Boarding Teams Conduct Joint Training for Deep Sabre II

By Mass Communication Specialist 2nd Class Seth Clarke
Commander Task Force 73 Public Affairs

Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl served as the staging vessel for the U.S. and Australian joint-training exercise part of Exercise Deep Sabre II in the South China Sea, Oct. 29. The



U.S. Navy photo by Mass Communications 2nd Class Seth Clarke

Members of an Australian boarding team disembark a rigid-hull inflatable boat and climb aboard Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl during a Deep Sabre II training exercise in the South China Sea, Oct. 29. Deep Sabre is a multinational maritime interdiction exercise, with units from countries including Brunei, Canada, France, Japan, New Zealand, the Philippines, the Republic of Korea, Russia and Singapore, in addition to the United States and Australia.

goal of the exercise was to sharpen both countries’ ship-boarding skills and enhance their interoperability.

The United States and Australia are only two of 19 countries participating in Deep Sabre II, a multi-national maritime interdiction exercise designed to enhance the capabilities and improve the coordination of participating countries, some of which included Brunei, Canada, France, Japan, New Zealand, the Philippines, South Korea, Russia and Singapore.

Boarding teams from guided-missile destroyer USS Fitzgerald and Australian patrol boat HMAS Bundaberg joined a maritime law enforcement/force protection team from U.S. Coast Guard Maritime Safety and Security Team San Diego to conduct a sweep of Diehl, which played the role of a suspect vessel.

Fitzgerald’s visit, board, search and seizure team, and the Coast Guard team disembarked a rigid-hull inflatable boat, or RHIB, boarded Diehl and began conducting a security sweep of the weather decks and the bridge.

The Australian team disembarked a second RHIB and joined their U.S. counterparts on Diehl’s deck. The joint team swept the engineering spaces and located mock weapons and hazardous materials found in topside modified cargo container boxes.

The exercise concluded with a review session, during which the U.S. and Australian teams compared notes and reviewed the day’s events.

All of the boarding exercise participants benefited from the cooperative exercise, said U.S. Coast Guard Machinery Technician 2nd Class Adam Hunter.

“An exercise like this is an education for all involved,” he said. “We see, through this kind of training, how our [standard operating procedures] differ. Down the line, when we work with them again – or if something bad does happen – we’ll have a better idea of how to integrate our efforts.”

Deep Sabre II is conducted as part of the Proliferation Security Initiative. PSI’s mission is to demonstrate the commitment of the international community to countering the proliferation and trafficking of weapons of mass destruction and to raise awareness of the continued threat posed by weapons of mass destruction. Deep Sabre II is the 38th exercise since PSI was created in 2003.

DESERT CA

MSC's versatile Persian Gulf tug helps Iraqis train to defend





U.S. Navy photo by U.S. Coast Guard Lt. Dan Orchard

By Capt. Sean P. Tortora, master, USNS Catawba

Seventeen civil service mariners and three Navy sailors assigned to Military Sealift Command fleet ocean tug USNS Catawba played a significant role this year as security operations in Iraq transitioned from U.S. and coalition control to Iraqi control.

The 226-foot ship – nicknamed Desert Cat for its feline-like versatility in the Persian Gulf operating area – served as the platform for U.S./Iraqi port-security training in the Persian Gulf from Aug. 30 to Nov. 6.

The Catawba team provided outstanding support to six U.S. Coast Guard and U.S. Navy personnel who trained 33 Iraqi sailors and marines how to secure and defend two Iraqi oil platforms. Security for these platforms is slowly being returned to Iraq from U.S. and coalition control.

The temporarily embarked trainers included four Coast Guard personnel from a Massachusetts Reserve unit and two Navy personnel from forward-deployed Mobile Expeditionary Security Forces. The trainers lived aboard Catawba, while the Iraqi trainees lived aboard the oil platforms.

Much of the training program focused on teaching the Iraqi sailors and marines how to operate, maintain and repair the three 27-foot patrol boats that the Iraqis will use to monitor the waters around the oil platforms. The training program required a ship and crew with experience in the region; the ability to maneuver in close quarters around the oil platforms; and the means to launch, recover and service the patrol boats.

Catawba – a highly flexible and adaptable platform forward-deployed to the U.S. 5th Fleet for the past 14 years – was the clear choice for the mission, explained U.S. Coast Guard Lt. Dan Orchard, officer in charge for the training detachment.

Deployed 245 days so far this year, Catawba’s missions range from conducting towing, salvage and rescue operations to serving as a platform for Navy divers, transporting cargo and assisting with coalition anti-mine warfare training.

“The ship and its crew’s ability to navigate around the oil platforms allowed us to train on the assets the Iraqi navy is ultimately tasked to defend, and that is critical to success,” said Orchard.

He also praised the crew’s other contributions to the mission’s suc-

cess, noting, “Catawba’s crew was very accommodating and eager to support this mission any way they could,” he said.

Catawba’s Chief Steward Robert Prades and his department had the task of preparing daily meals for an average of 20 additional people. Not only did Prades and his culinary team produce a greatly increased quantity of food, they did so while maintaining an exceptional level of quality.

British Royal Navy Commodore James Morse, the commanding officer of Task Force Iraqi Maritime, which had overall responsibility for the training mission, said that he was “amazed by the quality of the food, which matched the best I have [eaten] at sea.”

Morse added, “[The Catawba] crew’s untiring efforts were instrumental in enabling the Iraqi Navy to assume responsibilities for the protection of their critical maritime infrastructure,” speaking on behalf of Task Force Iraqi Maritime.

Down in the engine room, Catawba Chief Engineer Tom Smith and his small crew not only kept Catawba mission ready, they assisted in repairing patrol boat engines and fostering camaraderie with their Iraqi partners.

Catawba’s supply officer, Efren Apostol, was instrumental in procuring the necessary gear required for the operation of the patrol boats. He was supported in his endeavor by MSC Reservists from Expeditionary Port Unit 102, based in New York, N.Y. This unit currently runs MSC Office Kuwait at the port of Ash Shuaybah. MSCO Kuwait personnel worked long hours in an austere environment with few resources to obtain all of the items needed throughout the operation.

Navy Capt. Donald Hodge, commanding officer of MSC’s Sealift Logistics Command Central, based in Bahrain, also offered words of thanks and praise to MSC’s operational participants.

“Had [Catawba’s crew] not leaned forward as they did, the mission could not have come this far,” said Hodge. “Both [Catawba] and MSCO Kuwait went far outside of their designated swim lanes to make this happen and we could not be more proud.”

Catawba remains forward-deployed to the U.S. 5th Fleet area of operations ready to jump into action in support of any mission it is asked to perform.

Laura Seal, MSC Public Affairs, contributed to this story.

Background: Military Sealift Command fleet ocean tug USNS Catawba at anchor at an Iraqi oil rig in the Persian Gulf. The 226-foot ship served as the platform for U.S./Iraqi port-security training from Aug. 30 to Nov. 6. Much of the training revolved around defense of two oil rigs, which U.S. and coalition forces are gradually returning to Iraq.

Left: U.S. Coast Guard and Navy personnel work alongside Iraqi navy sailors and marines on the deck of Catawba to refuel Iraqi patrol boats.

Top: Iraqi patrol boats speed through the waters of the Persian Gulf after launching from Catawba. One of the reasons Catawba was chosen for the exercise was the ship and crew’s ability to launch, recover and service the patrol boats.

Cover: Iraqi navy sailors conduct a training exercise in a patrol boat near USNS Catawba.

HQ • HIGHLIGHTS

Nearly 50 leaders from Military Sealift Command's worldwide workforce attended the MSC Leadership Summit 2009 at MSC headquarters in Washington, D.C., Oct. 19-20. Through presentations and discussions, representatives from MSC headquarters, Military Sealift Fleet Support Command, MSC liaison offices and sealift logistics commands discussed strategic issues. The summit took place during MSC Commander Rear Adm. Mark Buzby's first week in command.

Bruce Salgado, Special Mission Program, and **Marc Bromante**, engineering, traveled to Guam in early October to assist in the evaluation of submarine tender USS Frank Cable for MSC operation and to greet the first contingent

of civil service mariners as they arrived to begin training on their prospective new ship. MSC will provide navigation, deck, engineering, laundry and galley services for the ship, while Navy sailors will provide mission services. The ship will sail under the command of a U.S. Navy officer.

Larry Urban, Naval Fleet Auxiliary Force, attended a single-hull tanker symposium in Portsmouth, England, in late October. Urban joined members of other NATO countries whose navies have ships that qualify as single-hull tankers under the International Convention for the Prevention of Pollution from Ships, or MARPOL. The United Kingdom's Royal Fleet Auxiliary, counterpart to Military Sealift

Command, sponsored the symposium, which addressed options on how to proceed in January 2010, when single-hulled tankers begin to phase out.

Harry Elliott, office of counsel, will join the ranks of the approximately 6,000 Department of Defense civilians who have served in Iraq since the beginning of Operation Iraqi Freedom. Elliott, who will depart after the holidays, will be assigned to the U.S. Embassy in Baghdad where he will serve as a civilian attorney on the staff of the Judge Advocate General of Multi-National Force-Iraq for more than seven months. Elliott will become one of nearly 1,100 Navy civilians who have voluntarily served tours of duty in Iraq since the beginning of the war, and he is the fifth Navy civilian attorney to serve in

Baghdad.

Recep Ugraskan, Sealift Program, assumed his new job in the dry cargo division upon graduating from MSC's Marine Transportation Specialist Intern Program in October. Ugraskan, a 2003 graduate of Texas Maritime Academy in Galveston, Texas, was recruited for the Prepositioning Program in September 2006. Three other MSC employees are currently fulfilling the requirements of the three-year intern program: **Prince Boateng**, Sealift Program; and **Beth Bogart** and **Joe Lارايا**, Prepositioning Program.

MSC welcomes **Anthony Clark** and **Operations Specialist 2nd Class Ryan Jones**, operations; **Adrian Schulte** and **Mia Logan**, public affairs; and **Karion Shelby**, engineering.



MSC Leadership Summit 2009

EUROPE • AFRICA • NEWS

Military Sealift Command fleet replenishment oiler USNS Laramie participated with guided-missile destroyer USS Ramage and guided-missile frigate USS John L. Hall in Exercise Joint Warrior 09-2 from Sept. 27 to Oct. 16. In addition, Laramie provided vital replenishment support to Ramage and Hall as they sailed back to their homeport in Norfolk.

In October, MSC fleet replenishment oiler USNS Kanawha replenished 13 ships in the Mediterranean Sea. The replenished ships included NATO British Frigate HMS Monmouth.

MSC oceanographic survey ship USNS Sumner surveyed the southern region of the

Atlantic Ocean in support of the U.S. Naval Oceanographic Office.

MSC oceanographic survey ship USNS Henson departed the U.S. 5th Fleet operating area after five months of survey operations in the Baltic and Norwegian seas.

MSC high-speed vessel HSV 2 Swift carried U.S. Naval Construction Force equipment from Rota, Spain, to Monrovia, Liberia, Oct. 14-26.

MSC tanker USNS Samuel L. Cobb transferred nearly 17.5 millions gallons of fuel during a resupply mission in the Mediterranean Sea in support of the Defense Energy Support Center.

CENTRAL • CURRENTS

MSC fleet replenishment oilers USNS Tippicanoe and USNS John Lenthall, MSC fast combat support ship USNS Bridge and MSC dry cargo/ammunition ship USNS Amelia Earhart, continue to provide outstanding logistics support in the Gulf of Aden/Horn of Africa, Persian Gulf, Gulf of Oman/Arabian Sea and Red Sea. The ships' logistics support in U.S. Central Command is instrumental to the success of U.S. and coalition maritime operations.

A team consisting of personnel from U.S. 5th Fleet Maintenance and Diving Salvage, Norfolk Ship Support Activity Detachment Bahrain and Space and Naval Warfare Systems Command Middle East Detachment is working hard to identify and find permanent solutions for U.S. 5th Fleet ship repair problems. This year, team members identified a trend of poor performance in patrol craft docking planned maintenance availabilities, also called DPMA's. Since 2005,

only one of five PC DPMA's was completed on time. After analyzing the DPMA process, the team determined that critical-path work and training requires 119 days of maintenance, nearly three weeks more than the allotted 100 days of maintenance. PC DPMA availabilities are now adjusted to recognize realistic and effective repair completion schedules. The team continues to solve problems and streamline maintenance availabilities.

October also marked the departure of SEALOGCENT/CTF 53's Medical Service Officer, Navy **Lt. Enrico Sarmiento**, and Force Protection Officer Navy **Lt. Kristen Christensen**. Before they departed Bahrain, they were both awarded Navy Commendation Medals for outstanding military performance. In addition, Christensen earned the Military Outstanding Volunteer Service Medal. The command wishes them both a fond farewell and the best of luck in their future endeavors.

PACIFIC • BRIEFS

Military Sealift Command fleet ocean tug USNS Navajo supported sea trials for Los Angeles-class nuclear submarine USS Cheyenne Nov. 9 in the waters off Hawaii. Navajo provided a launch platform for the deep-diving manned submarine, called a deep-submergence vehicle, in launching and recovery operations.

MSC fleet ocean tug USNS Sioux also supported submarine training. From Oct. 12-29, Sioux was the training platform for Deep Submergence Unit, or DSU, the U.S. Navy's only worldwide deployable submarine rescue capability command. The training took place out of DSU's base, Naval Air Station North Island in San Diego.

Ready Reserve Force aviation logistics support ship SS Curtiss trained with the Canadian Ministry of Defense in Esquimalt Harbor, British Columbia, Sept. 25 to Oct. 10. Curtiss provided a training platform for flight operations,

flight approaches and landings, and ship boardings via rappelling from helicopters and small boats alongside the ship.

Rear Adm. Mark H. Buzby, commander, Military Sealift Command, visited Sealift Logistics Command Pacific's area of operations Oct. 26-29. Buzby's visit was his first visit to the MSC fleet since assuming command and included a stop in San Diego, Oct. 26-27, where he toured MSC fleet replenishment oiler USNS Guadalupe, MSC dry cargo/ammunition ship USNS Wally Schirra and the NASSCO Shipyard. In addition, Buzby held respective admiral's calls with MSC civil service mariners at Customer Support Unit West and the staffs of SEALOGPAC and Ship Support Unit San Diego. On Oct. 28, Buzby traveled to the Pacific Northwest where he visited with MSC and other Navy leadership, and toured MSC submarine tender USS Emory S. Land.

SEALOGCENT officer recognized for volunteer service in Bahrain

By CTF 53 Public Affairs

Military Sealift Command and Commander Task Force 53 recognized MSC Sealift Logistics Command Central Force Protection Officer Lt. Kristen Christensen for significant achievement in community service Oct. 12. Christensen was awarded the Military Outstanding Volunteer Service Medal at a ceremony held at the command in Manama, Bahrain.

Navy Capt. Donald Hodge, commanding officer of SEALOGCENT and CTF 53, presented Christensen with the prestigious award for her impressive volunteer service in the local community. In her first year in Bahrain, Christensen led the planning and coordination of more than 80 projects, totaling 1,500 hours of community service.

In his remarks, Hodge described Christensen as a "dedicated and caring professional, in addition to an exemplary officer whose service to the local community is a model for others to emulate."

"Thanks to [Christensen's] outstanding volunteer efforts, a significant difference has been made in helping fulfill the needs of individuals and families in need," said Hodge. "Even while juggling the demands of work, military training and other commitments, Lt. Christensen still chose to dedicate much of her time to conduct

community service. This award is a small recognition of her selfless dedication to others."

Christensen's projects include tutoring local school children at the Regional Institute for Active Learning School in Adliya and the Alia School in Sitra, volunteering at the Bahrain Society for the Prevention of Cruelty to Animals, donating clothing and other goods to the Philippine Embassy Women's Shelter, teaching English as part of the Reading for the Disabled program, helping with the Bahrain Road Runner's Club and organizing food and clothing drives for various community shelters throughout Bahrain.

"This award will always be special to me, reminding me of all the work we've done here and the people I've met along the way," said Christensen, who left the command on Nov. 1. "It's all about people and helping others. Volunteering during my time here has been a very rewarding experience and is one I will never forget."

Christensen was considered for the Military Outstanding Volunteer Service Medal because her service included that in both the civilian and military communities. It was significant in nature, produced tangible results, reflected favorably on military service and the Department of Defense, and was of a sustained and direct nature.

COMPASS • HEADING

Military Sealift Fleet Support Command civil service mariners and U.S. Navy personnel assigned to Military Sealift Command fleet replenishment oiler USNS Guadalupe welcomed MSC's new Commander, Navy **Rear Adm. Mark H. Buzby** in San Diego in mid-October. During his ship visit, Buzby, a 1979 graduate of U.S. Merchant Marine Academy Kings Point, posed for a picture with Guadalupe's Kings Point graduates, including **1st Officer Mark Wilson** (class of 1980), **3rd Officer Jennifer Wells** (class of 2008), **3rd Assistant Engineer Laila Linares** (class of 2006) and **3rd Assistant Engineer Jason Rooney** (class of 2007). The photo is posted on MSFSC's Web site.

Kudos to USNS Arctic's crew for their professional response to the crash of an Army Blackhawk helicopter into the ship's O3 level aft during fast-rope exercises Oct. 22. A fire, which broke out on the ship's helicopter deck as a result of the accident, was quickly extinguished by Arctic's crew.

MSFSC's new electronic civil service mariner evaluation program, called the

Mariner Advancement Program, or MAP, is now available throughout the fleet. Every civil service mariner-crewed ship installed the system and finished mariner training by mid-November, according to civil service **Capt. Charles Becker**, a 31-year MSC veteran and special assistant to MSFSC Director **Jack Taylor**. MAP was created under the supervision of Becker and **Kathleen Giacalone**, MSFSC's labor and employee relations division head.

Crew members assigned to MSC fleet ocean tug USNS Navajo received kudos from Rear Adm. Alan B. "Brad" Hicks, program director, Aegis Ballistic Missile Defense, Oct. 30. Navajo's personnel overcame high-sea states and technical issues to successfully maneuver a mobile at-sea sensor platform into position in accordance with the mission's timeline. In a Navy message addressed to Navajo's civil service master **Capt. Jesse Fletcher** and crew members, Hicks wrote, "On behalf of the entire AEGIS BMD team, thank you for your professionalism and dedication in supporting this campaign and

helping to make it a success."

Focusing on MSC's dry cargo/ammunition ships, MSFSC hosted a T-AKE Lessons Learned Conference in Norfolk, Oct. 21-22. More than 120 T-AKE stakeholders attended. Attendees included ship masters and chief engineers; MSFSC and its subordinate ship support units; Military Sealift Command headquarters; Program Office for Support Ships, Boats and Craft under the Program Executive Officer, Ships; Supervisor of Shipbuilding, Conversion and Repair; and National Steel and Shipbuilding Company. "The presenters did an excellent job in providing valuable information and discussion," said T-AKE Class Manager Frank Cunningham, who organized the conference. "We will take the information provided and put it to good use."

Johnny Guarnes, from MSFSC's command, control, computer and communication systems department, donated one of his kidneys to a kidney donor chain program which links patients needing transplants and family members willing to donate. Guarnes' organ donation was part of a five-way swap, which ultimately led to his nephew, Greg Fajardo, receiving a kidney from

one of the five donors within the chain. Guarnes intends to return to his job "as strong and healthy as I was before this surgery," following a necessary six-week recovery period.

MSC dry cargo/ammunition ship USNS Robert E. Peary served as the platform for a new civil service mariner recruiting video. Peary's civil service mariners participated in on-camera interviews about life aboard the ship, mariner career opportunities and mariner employment benefits. Personnel from all of Peary's departments volunteered as extras during the film shoot to showcase the variety of career opportunities on board the ship. The video is scheduled for release in early 2010.

Fair winds and following seas to civil service **Capt. Charles "Chuck" Becker**, **Deck Engineer Machinist Robert Head**, **Able Seaman Emmanuel Makedon**, **Yeoman Storekeeper Eddie Soliven**, **Engine Utilityman Rosela Josue** and **Assistant Cook Floyd Henson**, as they retire from government service. Henson had 43 years of service.

For more MSFSC and civil service mariner news view the online newsletter at www.msc.navy.mil/msfsc/newsletter.

ATLANTIC • LINES

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman returned to U.S. Naval Station Norfolk, Oct. 7, after a seven-month deployment in support of U.S. 5th and 6th fleets, NATO partner vessels, and the Japanese and South Korean navies. In addition to resupplying vessels, the 677-foot ship participated in counter-piracy operations. Grumman, which left Norfolk on March 10, delivered approximately 14 million gallons of fuel and 1,000 pallets of cargo during its deployment.

Grumman has continued its active schedule since returning to Norfolk. According to Grumman's civil service master **Capt. Richard Gray**, the oiler conducted a busy four-ship underway replenishment schedule on Oct. 20 during high winds and two- to four-foot swells. The fourth and final ship Grumman refueled that day was guided-missile destroyer USS Arleigh Burke, which

Grumman also refueled in the Gulf of Aden in July. "We worked well with Arleigh Burke both times," Gray said. The ship crews' familiarity with each other made for a "quick and professional" exchange.

Richard Bolduc, Sealift Logistic Command Atlantic's representative in Jacksonville, Fla., assisted with loading U.S. Marine Corps prepositioned cargo on USNS MAJ Stephen W. Pless, Nov. 1. According to Bolduc, the loading took five days. Approximately 500 vehicles, 400 pieces of general cargo, 12 pieces of Navy lighterage equipment and nearly 27,000 barrels of fuel were loaded on to the ship. From Oct. 31 to Nov. 1, while the final lifts of the operation were taking place, MSC's SEALOGLANT representatives assisted with the cargo discharge of MSC-chartered tanker MV Houston. The ship also discharged nearly 170,000 barrels of fuel Oct. 20-22.

MSC's Jacksonville office warmly welcomed **Dean Doolittle** to its staff of marine transportation specialists Oct. 26. He is a retired Marine Corps master sergeant with 24 years of military service.

Tom D'Agostino, SEALOGLANT's representative in Charleston, S.C., reported that MSC fleet ocean tug USNS Apache made a port call Oct. 30-31 to offload debris recovered from a salvage operation off the Charleston coast. **Mary Ann Nobles**, also of MSC's Charleston office, coordinated the port call and logistics arrangements.

MSC-chartered ship MV Liberty also made a Charleston port call Oct. 27-28, to load 25,000 square feet of military cargo including more than 150 up-armored Humvees. The ship departed on schedule despite a small fire in one of the Humvees, which was caused by an electrical problem. The crew conducted a partial restow and offloaded the damaged vehicle in less than one hour.

MSC fleet replenishment oiler USNS Big Horn discharged more than 230,000

barrels of fuel in Charleston Oct. 7-8. After discharging the fuel, Big Horn stayed in Charleston to begin its regularly scheduled yard period Oct. 15. Big Horn's maintenance work is scheduled to finish in early December.

SEALOGLANT welcomes Navy **Lt. Cmdr. Renee Whitsell** as its temporary logistics officer during the extended absence of Navy **Lt. Maura Thompson**. Whitsell, a Navy Reservist, was most recently attached to U.S. Fleet Forces Command. She will return to USFF upon completion of this assignment. Whitsell is a Woodville, Fla., native and has served with the Navy for nine years.

SEALOGLANT bid fair winds and following seas to **Anthony Clark**, a member of its antiterrorism and force protection team, on Nov. 8. Clark is now a security specialist at MSC headquarters. During Clark's tenure with SEALOGLANT he provided invaluable force protection guidance and program administration in support of MSC vessels operating worldwide.

FAR • EAST • HAILS

U.S. Navy **Capt. Geoffrey Pack**, commander, Maritime Prepositioning Ship Squadron Three, hosted Navy **Vice Adm. John M. Bird**, commander, U.S. 7th Fleet, on board MPS Squadron Three flagship USNS 1ST LT Jack Lummus near Guam, Oct. 21. Pack briefed the admiral on the squadron's mission and recent operations, and Lummus' civil service master **Capt. Dave Hagner** led the admiral on a tour of the ship.

MSC oceanographic survey ship USNS John McDonnell made a port call to the Sepanger Royal Malaysian naval base at Kota Kinabalu, Malaysia, Oct. 19-23, marking the first visit by an MSC special mission ship to Malaysia's largest base on Borneo Island. The routine port call included an office call between McDonnell's master **Capt. Bob Mattsen**; senior Naval Oceanographic Office representative **Shirley Dorsey**; Malaysian navy **Capt. Mazlan bin Mohd Yunis**, assistant chief of staff for logistics; and Malaysian navy **Cmdr. Soo Lin Chai**, chief of staff for operations.

MSC dry cargo/ammunition ship USNS Carl Brashear inched the Sealift Logistics Command Far East area of respon-

sibility, Oct. 19, marking Brashear's first operational deployment with U.S. 7th Fleet. Brashear, the seventh ship of the Lewis and Clark-class, was launched in September 2008 and is commanded by civil service master **Capt. Michael J. Grogan**.

U.S. Coast Guard **Capt. Gerald Swanson**, commander, U.S. Coast Guard Activities Far East, visited SEALOGFE, Oct. 27, meeting with acting commander, Navy **Capt. Colette Kamlin** and SEALOGFE operations staff members. Swanson thanked Kamlin for MSC's superb cooperation and working relationship with the U.S. Coast Guard.

SEALOGFE hosted **Capt. Ryan M. White**, new ship's master of MSC oceanographic survey ship USNS Bruce C. Heezen and **Capt. Patrick J. Murphy**, new ship's master of MSC oceanographic survey ship USNS Pathfinder at the command's Sembawang headquarters, Oct. 7 and Oct. 19, respectively. Both masters met with Kamlin and command staff members to familiarize the new masters with SEALOGFE's mission and operations in the U.S. 7th Fleet area of responsibility.

SEALOGFE hosted U.S. Air Force Col.

Eva Jenkins, vice commander, U.S. Air Force Technical Applications Center, at the command's Sembawang headquarters, Oct. 6. Jenkins, who is currently based at Patrick Air Force Base in Florida, made an official visit to MSC missile range instrumentation ship USNS Invincible, which was undergoing repairs at the nearby Sembawang shipyard at the time. At the conclusion of Jenkins' visit, she thanked Kamlin and the staff of SEALOGFE for their ongoing support of both Invincible and MSC missile range instrumentation ship USNS Observation Island.

On Oct. 29, Navy **Capt. Tony Martin**, commander, MPS Squadron Two, hosted Naval Support Facility Diego Garcia's commanding officer, Navy **Capt. Hugh Flanagan**, on board MPS Squadron Two flagship USNS SGT William R. Button for a tour of the ship and a briefing on MPS Squadron Two assets and operations in the Indian Ocean.

On Oct. 15, MSC Office Korea hosted a farewell dinner at its local United Seamen's Service Center, for MSC large, medium-speed, roll-on/roll-off ship USNS Pomeroy's civil service master **Capt. Paul Davis** and crew, before they returned to the United States. South Korean army

Col. Lee Jong Goo, commanding officer, Republic of Korea's Port Operations Group, joined in the farewell. Before the evening festivities began, Pomeroy crew members gave the Busan's International Women's Association a tour of the ship.

On Oct. 22, the staff of MSCO Korea donated more than 200 pounds of clothing to needy children at Busan's Sung Ae Won Orphanage. Later that day, MSCO Korea Navy **Cmdr. Chris Cruz** attended a United Nations Day ceremony at the U.N. Memorial Cemetery in Busan – a day set aside each year to commemorate fallen heroes from the Korean War.

Also at MSCO Korea, Cruz presented Navy **Yeoman 2nd Class Deanna Cox** with the Navy and Marine Corps Achievement Medal, Military Outstanding Volunteer Service Medal, Korea Defense Service Medal and Good Conduct medal to honor her outstanding tour with the command. MSCO welcomes Navy **Information Systems Technician 2nd Class Nina Ritchie**.

At MPS Squadron Two, Navy **Lt. j.g. Kyle Strozewski** relieved **Lt. j.g. Dan Provenzano** as material officer. SEALOGFE welcomed Navy **Lt. j.g. Talbot Hansum**, who reported on board as the squadron's force protection officer.

Williams delivers for Marines in Pacific Horizon

By Laura M. Seal, MSC Public Affairs

Maritime Prepositioning Ship USNS PFC Dewayne T. Williams participated in a three-week exercise in October, demonstrating the joint U.S. Navy/Marine Corps capability to deliver essential Marine Corps cargo to shore, even in the absence of a port.

The exercise, called Pacific Horizon 2010, was held primarily off the coast of Camp Pendleton, Calif., and was led by the Marine Corps' 1st Marine Expeditionary Force in close coordination with Expeditionary Strike Group Three, Naval Beach Group One and Williams' crew of approximately 30 merchant mariners working for a private company under contract to MSC.

From Williams' anchorage about three miles off the coast of Camp Pendleton's Red Beach, the sailors and Marines offloaded and then re-loaded 41 vehicles including Humvees, bulldozers and Medium Tactical Vehicle Replacements, or MTRVs. The vehicles were ferried between ship and shore on small watercraft.

Williams is one of 15 Maritime Prepositioning Ships, or MPS, which are strategically prepositioned at sea worldwide. Fourteen of the ships are massive cargo carriers laden with Marine Corps equipment including tanks, ammunition, food, hospital equipment, petroleum products and spare parts – all ready for rapid delivery to shore wherever Marines are deployed.

"This exercise was a great chance for us to practice what we get paid to do," said Capt. John Mulderig, Williams' civilian master who has more than 24 years of experience aboard MPS. "An exercise of this magnitude is more complex than most people realize, and it's rare that we get all of the units together to practice."

Williams, which is assigned to the Western Pacific Ocean as part of MPS Squadron Three, arrived off the coast of Red Beach Oct. 12 and dropped anchor.

For the next three days, the sailors of Naval Beach Group One directed preparations for the offload, namely the at-sea assembly of three watercraft called causeway ferries that were carried aboard Williams to transport cargo between ship and shore. Each causeway ferry comprises multiple barges, called lighterage, including one motorized unit to propel the craft, one beach unit with a ramp that opens for easy roll-on/roll-off operations, and one or more cargo storage barges.

For this evolution, the sailors constructed three 240-foot long causeway ferries, that are each able to carry seven of the six-wheeled MTRVs or 14 Humvees. Williams' crew members loaded the vehicles with shipboard cranes.

The cargo offload began Oct. 15 and continued through Oct. 18.

With the cargo offload complete and a few days to fill

while the Marines conducted a shoreside exercise with the equipment, Williams weighed anchor with members of Naval Beach Group One aboard and traveled approximately 50 miles south to a beach near San Diego. From an anchorage two miles from shore, the sailors practiced deploying the ship's amphibious bulk-liquid-transfer system, which can pump liquid to shore through a hose from up to two miles at sea.

The amphibious bulk-liquid-transfer system is typically deployed with the ship and anchored in a four-point moor, a device in which four dropped anchors hold the ship squarely in place. However, the stability of the four-point moor comes with a trade-off of speed and flexibility. So, for this exercise, the sailors of Naval Beach Group One and Williams' merchant mariners practiced with a single anchor dropped.

One challenge that Williams' crew overcame was dealing with the swing of the ship in the currents. With close coordination between the sailors and mariners – specifically the ship's master Capt. John Mulderig and chief mate Dan Page – the crew was successful.

"The professionalism and seamanship of Williams' master and chief mate, and their suggestions about how to best execute the evolution really helped us out," said Navy Capt. James O'Connor, commanding officer of Naval Beach Group One.

Throughout the operation, the ship's crew members – most of whom have served on MPS for many years – provided the corporate knowledge and guidance to the sailors and Marines who, in many cases, were on the ship for the first time.

"Our job is to get the ship from point A to point B.

But since we know the ship and the equipment so well, we are always on hand facilitating," said Mulderig.

Williams returned to the coast of Camp Pendleton Oct. 20 where the crew re-loaded all 41 pieces of cargo. On Oct. 24, Williams departed Camp Pendleton to return to U.S. Marine Corps Blount Island Command in Jacksonville, Fla., for cargo maintenance.



U.S. Navy photo by MC2 Brian P. Caracci



Photo by Bruce Porter, American Overseas Maritime

Top: Maritime Prepositioning Ship USNS PFC Dewayne T. Williams conducts an at-sea offload as part of exercise Pacific Horizons 2009, off the coast of Camp Pendleton, Calif., in October. One of three causeway ferries used during the exercise stands ready to receive cargo for transport to shore from the ship's anchorage about three miles from the coast. Cargo was transferred between the causeway ferry and the ship using Williams' shipboard cranes.

Below: One of Williams' shipboard cranes lowers a section of a causeway ferry into the water. The ship carried three causeway ferries, which each comprised multiple motorized and non-motorized barges that are assembled at sea and then used to transport cargo from the ship at anchor to shore. A warping tug stands by to assist with the at-sea assembly.

Environmental achievement awards go to MSC contract-operated ships

By MSC Public Affairs

Twenty-four Military Sealift Command-owned ships operated by private companies under contract to MSC received Environmental Achievement Awards from the Chamber of Shipping of America, also called CSA, at an awards dinner held in Washington, D.C., Nov. 11. The event was attended by more than 100 high-level Coast Guard, Maritime Administration and other government agency personnel.

More than 950 environmental awards were presented at the event. All of the winning MSC-owned ships are dedicated to the command's sealift, prepositioning and special missions programs.

To be eligible for the award, a vessel must have had at least a two-year period with no reportable spills; no U.S. Coast Guard citations for violations of the International Convention for the Prevention of Pollution from Ships, or MARPOL; no port state citations for violations of MARPOL; and no violations of state/local pollution regulations.

CSA represents 35 U.S.-based companies that own, operate or charter ocean-going tankers, container ships and dry bulk vessels engaged in both the domestic and international trades, and companies that maintain a commercial interest in the operation of such vessels.

MSC's Director of Engineering Kevin Baetsen said, "Military Sealift Command can be justifiably proud of its impressive track record with the contract operation of the government-owned ships honored by these Environmental Achievement Awards. This is a clear demonstration of how government and industry can work together to protect the environment."

MSC WINNERS

SPECIAL MISSIONS PROGRAM

USNS Bruce C. Heezen

PREPOSITIONING PROGRAM

USNS 1ST LT Baldomero Lopez

USNS 1ST LT Harry L. Martin

USNS 1ST LT Jack Lummus

USNS 2ND LT John P. Bobo

USNS Charlton

USNS Dahl

USNS Lawrence H. Gianella

USNS LCPL Roy M. Wheat

USNS PFC Dewayne T. Williams

USNS Soderman

USNS Watkins

USNS Watson

SEALIFT PROGRAM

USNS Benavidez

USNS Brittin

USNS Fisher

USNS Mendonca

USNS Paul Buck

USNS Pililaa

USNS Richard G. Matthiesen

USNS Samuel L. Cobb

USNS Seay

USNS Shughart

USNS Yano