

June 2009

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

## MSC Delivers Army helicopters for use in Afghanistan

Article by Meghan Patrick  
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**INSIDE** — Kanawha supplies Navy's first LCS • High school student provides critical support to MSC

# Civil service mariners'

## Exchange and commissary privileges explained

People are critical to the mission, and 80 percent of our people serve at sea — our civilian mariners and sailors who crew our ships around the world.

Our largest group is composed of the 5,000 federal civil service mariners who crew our Naval Fleet Auxiliary Force ships — the gray hulls that feed, fuel and supply the fleets with the equipment and parts to stay on station and ready.

Our civil service mariners are the

best in the world. They have an average of nine years of sea experience.

Forty five percent are military veterans. That may explain why they're not a shy or silent bunch.

In fact, they always have a question or comment whenever anyone from headquarters comes out to see them. Many of the questions revolve around the issue of benefits available to civil service mariners, especially military commissary and exchange privileges.

Our headquarters legal office has researched the subject, and the chart below shows what commissary and exchange benefits are available to our civil service mariners and, in some cases, their eligible family members.

The chart shows the basic categories, and I'll be the first to admit that there will always be exceptions. So, if you are a civil service mariner and don't think you fit into any of the categories on the chart, ask your su-

ervisor about it. If she or he doesn't know, they'll pass it up the chain until it gets to someone who knows the answer. Quality of life matters, especially to our shipmates who spend long periods at sea.

In the meantime, keep those comments and questions coming. We don't know what's happening out on the water unless you tell us.

Speaking of which, the command climate survey we sent out to everyone afloat has finally been compiled accurately, using modified software to take into account the differences between MSC and other parts of the Navy.

Next month we'll provide you the details from the survey, involving some information on the written comments and my personal feedback.

Keep the faith,

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

Personnel Category	Privileges
<b>Civil service mariners assigned to MSC ships when ships are operating outside the United States but within U.S. territories/possessions</b>	
<b>Civil service mariners assigned to MSC ships when ships are operating outside the United States and outside U.S. territories/possessions</b>	
<b>Civil service mariners assigned ashore on military installations in the United States or U.S. territories/possessions</b>	Limited
<b>Civil service mariners on temporary duty staying in government quarters on a government installation as authorized on their TDY orders</b>	Limited
<b>Civil service mariners and family members assigned ashore (under orders) outside the United States and outside U.S. territories/possessions</b>	
<b>Civil service mariners' family members when voluntarily living outside the United States (not on orders)</b>	

Military Exchange use is governed by DOD INSTRUCTION 1330.21 (July 2005), subject to Status of Forces Agreements and SECDEF Memo (Chu — May 7, 2008).  
Military Commissary use is governed by DOD INSTRUCTION 1330.17 (October 2008), subject to Status of Forces Agreements and SECDEF Memo (Chu — May 7, 2008).

Commissary

Exchange

## MSC, RFA exchange ideas

By Anna Hancock  
MSC Public Affairs

Commodore Bill Walworth, head of service for the U.K.'s Royal Fleet Auxiliary, visited Military Sealift Command headquarters in Washington, D.C., and Military Sealift Fleet Support Command in Norfolk, April 27-30.

The RFA, similar to MSC's Naval Fleet Auxiliary Force, operates 16 civilian-manned ships that are owned by the Ministry of Defense. The primary role of the RFA is to supply the Royal Navy with fuel, food, ammunition, stores and spare parts to maintain extended operations at sea.

Since 1981, MSC and RFA have participated in a personnel exchange program that promotes knowledge sharing and cooperation focused

on the operation of each country's noncombatant navy fleet support ships. Annually, the commanders of the two organizations travel to meet on-site and cultivate their longstanding relationship.

The visit to headquarters included several discussions designed to give the RFA commodore an overview of the MSC business model and a forum to exchange best-practice ideas in combat logistics support.

"Few navies around the world have a fleet of ships dedicated to this mission," explained Chief Officer Karl Woodfield, RFA's current exchange officer stationed at MSC headquarters who accompanied Walworth throughout his visit.

"MSC and the RFA are sister organizations that consistently provide exemplary support to Navy ships at sea. It's great that the organizations

can benchmark off of each other and maintain a beneficial working relationship."

In Norfolk, Walworth met with MSFSC Director Jack Taylor and other key MSFSC leaders. Walmorth also visited MSC fleet replenishment oiler USNS John Lenthall and received a ship tour hosted by civil service master Capt. Philippe Julienne.

The focus in Norfolk was to discuss how MSC provides logistical support to carrier strike groups.

"The Royal Navy plans to build two new large aircraft carriers in a few years," explained Woodfield. "As the United Kingdom acquires the new technology, our commodore wants to learn how MSC trains and equips its mariners, as well as how MSC conducts carrier logistics support."

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# Kanawha assists two new ships with first UNREPs

By Bill Cook  
MSFSC Public Affairs

Military Sealift Command fleet replenishment oiler USNS Kanawha played an integral part in training two ships' crews for underway replenishments in April. The first was HNoMS Roald Amundsen, a Royal Norwegian Navy frigate, and the second was the U.S. Navy's new littoral combat ship USS Freedom. Neither ship had ever been replenished while at sea.

On April 1, Kanawha rendezvoused with Amundsen off the coast of Atlantic City, N.J., as the Norwegian vessel was on its way from Halifax, Nova Scotia, to Norfolk.

Amundsen made several practice approaches coming alongside Kanawha. Once the Norwegian crew was adept at that maneuver, their ship performed a dry-run underway replenishment, then came alongside again and took about 35,000 gallons of fuel, enough to top off their tanks.

"Though Amundsen is a relatively new ship and had not participated in an underway replenishment before, its crew learned the maneuvers quickly," said Capt. James Dolan, Kanawha's master. "Before long they seemed like old hands alongside."

Kanawha's next student was Freedom, the first ship in the new littoral combat ship class that was commissioned in November 2008. In preparation for its first at-sea replenishment, Freedom conducted a refueling exercise pierside with Kanawha on April 9 at Naval Station Norfolk.



Military Sealift Command fleet replenishment oiler USNS Kanawha (left) feeds a refueling rig over to littoral combat ship USS Freedom during that ship's first underway replenishment April 9.

U.S. Navy photo by Petty Officer 2nd Class Fofoga Sagale

The 378-foot Freedom is a fast, agile platform designed for a variety of missions in shallow waters, yet capable of open-ocean operation. The ship can be used against threats such as quiet-diesel submarines, fast-surface craft and small boats. Freedom can also be used for minesweeping and humanitarian relief.

Kanawha's master took the pierside exercise very seriously.

"We were at the pier, but that was crucial training for Freedom's small crew," Dolan said. "Virtually everyone on that ship participated in the exercise in preparation for the real thing at sea."

The following week, Freedom met up with Kanawha just off the Virginia Capes to conduct the at-sea training,

which brought with it six- to eight-foot swells.

"That sea state poses no problems for a ship [the size of Kanawha]," said Dolan, adding "but for a ship the size of Freedom and one designed with a shallow draft, it could have been a problem."

He explained that Freedom is propelled by water jets and has no rudder or propeller, so its crew had to learn to compensate for the way the new ship handled when encountering wind and sea states when coming alongside Kanawha.

"Freedom handled the rough weather very well and the whole training evolution was a great success," he said.

Dolan gave high marks to Freedom's skipper, Navy Cmdr. Michael Doran,

and that ship's entire crew.

"Once they mastered the approach and maintaining station, we sent over the fueling rig, and they were on target," said Dolan. "For the first time on a new ship, they were very proficient and very professional."

Navy Capt. Lewis Nygard, commodore of the littoral combat ship-class squadron, praised Kanawha's support.

"Captain Dolan, I would like to personally thank you and your team for their exemplary support of Freedom's first underway replenishment," wrote Nygard. "Your team proved critical in achieving this significant milestone for the first ship of its class. Your adaptability, flexibility and responsiveness are the marks of professionals."

## High schooler does important research for MSC

By Meghan Patrick  
MSC Public Affairs

As high school seniors around the country calculate graduation plans, one Maryland student is calculating fuel consumption for Military Sealift Command's oceanographic survey ships.

Seventeen-year-old Molly Divens set out in September to determine whether the addition of hull extensions used for directional stability could make a ship more fuel efficient. But, she discovered something more broadly important to fuel economy.

Rather than finding fuel consumption rates the traditional way, which involves installing instrumentation and capturing on a control panel how much fuel is being used at a given speed, Divens mined and correlated data from deck and ship-engine logs.

"I found out how much fuel the ships burned at various mission speeds," explained the 12th grader to the parents and classmates clustered in her high school gymnasium in February. "I also evaluated kilowatt loading on the ships' generators and based on that, I was able to determine the optimum number of generators a ship should have online under different mission scenarios."

Her research shows that oceanographic survey ships can run on fewer generators than they have been, providing an opportunity to turn off generators and improve total fuel economy.

Divens repeated her findings at a later date to another group, this one including MSC Commander Rear Adm. Robert D. Reilly Jr., and other command leaders.

The A-student's research was born out of an internship opportunity her science and technology magnet school, Eleanor Roosevelt High School in Greenbelt, Md., offers senior students who have demonstrated proficiency in the rigorous curriculum. While some of her friends chose to screen blood in medical labs, Divens opted for an



U.S. Navy photo by Barry Lake

Molly Divens, left, a high school student who conducted fuel-consumption research for Military Sealift Command, shows off her results with internship mentor Charlie Fisenne, a project officer in MSC's Special Mission Program.

engineering internship and the chance to gain practical experience before receiving her high school diploma.

Although high school internships do not exist at MSC, Divens sought out an opportunity to assist the organization. Charlie Fisenne, a project officer in the Special Mission Program at MSC headquarters, learned about Divens' interest in the command from her mother, Joan Divens, MSC director of engineer policy and regulatory services. At the time, Fisenne was preparing to examine the relationship between fuel usage and hull modifications, and he needed someone to conduct the time-consuming research that the project would involve.

"Molly seemed like a good match," said Fisenne. "I was right."

Since September, Divens has split her days. She spends mornings working at MSC headquarters and afternoons at school, where she is finishing up her final credit-hour requirements.

"She does a great job," said Fisenne. "I just point

her in the right direction, and she figures out how to do it. Molly's a self-starter and highly motivated. She always gives me more than I ask for, and she's always much quicker."

"This research is greatly significant to MSC," Fisenne continued. "The techniques that Divens used for determining fuel economy may be used elsewhere in the command to show the effectiveness of modifications on other shipboard systems."

The MSC leaders attending Divens' presentation agreed. When she finished, Reilly broke from his strong round of applause long enough to say, "I don't remember exactly what my [high school] science project was, but I think it involved balsa wood and glue. This is quite impressive."

The maritime industry is in her genes. In the fall, Divens will matriculate at the State University of New York Maritime at Fort Schuyler in the Bronx, a friendly rival of the U.S. Merchant Marine Academy at King's Point, the maritime university from which both of her parents graduated. Divens plans to pursue her interest in naval architecture, but first she wants to "get a deck license and sail on MSC ships for five or 10 years," she said.

"She's got a bright future, and she's sure off to a good start," said MSC Special Mission Program Manager Rusty Bishop, who also played a role in mentoring Divens' research. "Her science fair results aren't too shabby either," he said.

Divens' project placed second in her high school's engineering category, which progressed her to compete in the regional finals, where she received a silver medal in the energy and transportation category.

When asked how she thinks this year's experience will help her studies next year, she responded enthusiastically. "What I've heard is that I'll have a big advantage because I've learned so much already."

# Helos



## OH-58D Kiowa Warrior

*This two-seat, single-engine helicopter uses a low-light television, a thermal imaging system and a laser range finder/designator to find and neutralize ground threats.*



## UH-60L Black Hawk

*The Black Hawk can hold up to 11 soldiers and 9,000 pounds of equipment.*



## AH-64D Apache

*This helicopter conducts missions, including deep precision strike and distributed operations, and provides armed reconnaissance.*



## CH-47F Chinook

*This large cargo helicopter — designed for lifting up to 50,000 pounds and holding up to 30 passengers — is primarily for logistics and personnel movement.*

# Charleston to Kandahar MSC delivers

**By Meghan Patrick  
MSC Public Affairs**

In April, Military Sealift Command transported 100 new and recently refurbished Black Hawks, Apaches, Chinooks and Kiowa Warriors from the U.S. East Coast to the Middle East — a move that would soon double the number of U.S. military helicopters in Afghanistan.

MSC personnel and the captain and crew of the Maritime Administration's Ready Reserve Force roll-on/roll-off ship MV Cape Rise assumed active roles in the combined Navy, Air Force and Army operation. Helicopters and 250 pieces of aviation equipment were moved by ship from Charleston, S.C., to Rota, Spain, and then were moved by air to Afghanistan in approximately three weeks.

The arrival of these helicopters will greatly improve the effectiveness and safety of U.S. combat operations in Afghanistan. For years, most of the U.S. aircraft sent to the country supported troops in the east, where, until recently, the United States operated its sole aviation brigade out of Bagram Air Field located at the International Security Assistance Force's Regional Command-East headquarters.

But these new and recently refurbished helicopters were destined for ISAF's regional command in southern Afghanistan, where an additional brigade began arriving on April 1, shortly after a February announcement that several thousand more U.S. troops would be deployed to the area this year.

The aircraft quadrupled the previous lift capabilities at the southern headquarter's Kandahar Air Field. The helicopters will support Operation Enduring Freedom efforts of both U.S. troops and other NATO forces, including soldiers from the United Kingdom, Canada, Australia, Romania and the Netherlands.

A small aviation inventory — 20 helicopters — in Kandahar meant that soldiers in the south primarily traveled in ground vehicles. This dangerous method of transportation increased the threat of roadside bombs.

"Acquiring more helos helps troops avoid land transportation and aids us in countering Improvised Explosive Devices, which are currently the biggest threat to soldiers in Afghanistan," said Army Lt. Col. Edwin Brouse, the deputy brigade

commander of the Army's 82nd Combat Aviation Brigade. Brouse deployed to Kandahar from Fort Bragg, N.C., in late April with other members of his airborne unit to function as part of the new brigade's first combat unit.

But before the helicopters reached the vast, flat desert of Kandahar Province, higher in altitude but physically similar to Iraq, the aircraft endured a long journey facilitated by many players.

"It was truly an all-hands effort," said Tom D'Agostino, MSC's representative in Charleston since 1986, who helped to synchronize the numerous forces and organizations that worked together to execute the important operation.

Cape Rise's civilian ship master Capt. Gary Hill and his crew of nine civilian mariners — working for private ship operating companies under contract to the Maritime Administration — quickly switched into high gear when Cape Rise, an RRF ship ordinarily layberthed in Portsmouth, Va., was activated on March 25. Crew members readied Cape Rise in less than a week, as they do whenever the ship is activated. The ship normally sits piersonside in reduced operating status.

Cape Rise is one of 50 RRF ships that offset the shortage of commercial U.S.-flagged ships that are able to transport large combat equipment. When activated, RRF ships come under the operational control of MSC and supplement the command's surge sealift fleet. With 20 additional mariners hired specifically for the voyage, the ship set sail for Charleston on March 31 and arrived on April 1.

D'Agostino spent the next few days coordinating the loading of the helicopters and numerous other pieces of heavy equipment onto the ship, a role in which he is well practiced. In 2008, MSC loaded and delivered 8,351 pieces — 71,059 tons of cargo — from Charleston. Ninety percent of the cargo was destined for the Middle East and Afghanistan.

D'Agostino also functioned as a liaison between MSC, helicopter technicians contracted by the Army to load the cargo and members of the Army's 841st Transportation Battalion in Charleston tasked with load planning and documentation. When a cargo lift experienced some mechanical difficulties, D'Agostino coordinated a revised stow plan with the Army to allow the operation to



# much needed airlift for Army

continue with no delays while the elevator was being repaired.

Each aircraft was bound tightly with nylon ratchet straps rather than the typical metal chain lashings because of the sensitivity of the helicopter frames. If damaged, the aircraft would be unable to fly.

"Helos require special care to ensure they are not jostled around," explained Hill, who has delivered the valuable cargo many times in his 30-year seafaring career. En route to Rota, Hill maneuvered the ship at a slow, safe speed and closely monitored the weather forecast to ensure that strong winds and other weather threats did not harm the helicopters.

Fortunately, the weather cooperated for the most part, reported Hill, who said that while the ship initially encountered rough surf, the waves were not strong enough to force him to deviate from his plotted course. Cumulus clouds danced in clear blue skies above the ship for the latter half of the voyage.

"Everything ran smoothly," said Hill. "I was never nervous about the safety of the helos."

Six sergeants from the 82nd Brigade rode the ship to help protect and maintain the helicopters while in transit. Soldiers fulfilling roles in this capacity are subject-matter experts, proficient in helicopter logistics in this case, and are referred to as 'supercargo' while en route.

When Cape Rise docked in Rota's sun-kissed waters on April 14, the next operational team was ready on scene to greet the mariners and supercargo, and immediately start on the next leg of the delivery.

Robert Foster, MSC's civilian shore representative in Rota since 2006, was among those preparing for the arrival of the ship at U.S. Naval Station Rota, located in the Spanish navy's Base Naval de Rota.

Foster, who is responsible for all of MSC's port operations in Rota and who supports operations in other European ports and Africa, explained that while a shipping destination located further east would be more appropriate for a delivery to Afghanistan, Rota was chosen as a sea-to-air

transition point because it is the only naval base in the Middle East or Europe with a port and an airfield. This permits the transfer of cargo between ship and plane to occur within the base's gates.

"This convenience, however, does not make the helicopter operation an easy task," said Foster. Rota is not traditionally used for strategic sealift operations because the port is an operating navy base that lacks the lay-down space, an open area usually several acres wide required to hold the large cargo moved off ships. Unlike ports like Charleston or Ash Shuaybah, Kuwait, which conduct sealift operations daily, Rota has approximately six to 12 dry cargo operations a year.

Thus, Rota lacks some of the personnel essential to shoreside sealift-operational support. Because Rota is not a strategic hub, it also does not have a military unit stationed nearby. With the exception of a few Navy Seabees, there are no forces in the area. In order to properly execute each segment of the transport, groups with specific capabilities – including some from other European countries – reported to the base to help transfer the helicopters from ship to plane.

"When Rota does something like this, it's a big deal," said Foster, referring to the mass collaborative effort, which he helped orchestrate as he has with similar operations occurring semi-annually over the past three years.

The offloading operation took two and a half days, and involved more than 50 people who discharged the

ship and brought the helicopters to the airfield.

Two dozen Army contractors from the Theater Aviation Sustainment Manager-Europe Unit from the 21st Theater Support Command flew in from Germany to offload the helicopters from the ship and secure them in 'tractor tugs' – large, chain-linked yellow boxes that function as trains, moving cargo across the base.

Spanish nationals working for Rota's supply and warehouse carefully towed eight to 10 helicopters at a time along base roads to the airfield located 1.5 miles away.

Foster says the movement of helicopters across base is a spectacle. "It's like a parade – police escorts and stopped traffic lights included," he observed.

When the helicopters reached

the airfield, they were received once more by members of TASM-E Unit, which spent more than two days providing field, sustainment and limited aviation maintenance to both aircraft and aviation ground-support equipment, in addition to loading the helicopters onto the Air Force-operated aircraft designated to fly them into theater.

On April 17, the Air Force's 725th Air Mobility Squadron, which provides en-route maintenance, launch and recovery, and command and control for all of the Air Force's Air Mobility Command

strategic, theater and contract commercial aircraft transiting Naval Station Rota, set off for Afghanistan. Each of the approximately 50 aircraft carried two or three helicopters, and two or three members from the 82nd Airborne tasked to Rota to accompany the aircraft into theater.

The aircraft arrived in Kandahar in late April, where the helicopters immediately began supporting military movement and activity.

Brouse expressed his gratitude for the comprehensive effort by recognizing how each body supports in-theater activity.

"This is a joint environment where we rely completely on each other to sustain until we get into the fight."



U.S. Navy photo by Tom D'Agostino



U.S. Navy photo by Robert Foster



U.S. Navy photo by Robert Foster

Cover: Military Sealift Command representatives orchestrate the loading of an AH-64D Apache helicopter onto the Maritime Administration's Ready Reserve Force roll-on/roll-off ship MV Cape Rise in Charleston, S.C.

Top: Helicopter technicians contracted by the U.S. Army load an OH-58D Kiowa Warrior onto Cape Rise in Charleston.

Above: A CH-47F Chinook helicopter is offloaded from Cape Rise in Rota, Spain, using the ship's newly installed stern ramp. The new aircraft model is destined for southern Afghanistan's Kandahar Province, where it will assist the U.S. military and other NATO forces in Operation Enduring Freedom efforts. Chinooks provide alternatives to land transportation with their 30-passenger capabilities, which will help protect troops against the increasing threat of roadside bombs called improvised explosive devices.

Left: Spanish nationals working on the Spanish navy's Base Naval de Rota use tractor tugs to tow 100 Army helicopters 1.5 miles across the base from the ship cargo unloading area to the airfield. The helos were transported in groups of eight to 10, in approximately 20-minute-long shifts.

# MSC employees reflect on escape from war-torn Vietnam

By Edward Baxter  
SEALOGFE Public Affairs

More than 30 years ago, as North Vietnamese soldiers advanced toward Saigon, four-year-old Sang Nguyen, now an information technology specialist working for Military Sealift Command in Singapore, arrived at Tan Son Nhat Air Base to scenes of utter chaos.

Panic gripped the city. Nguyen, along with his parents and 10 brothers and sisters, made it to an awaiting U.S. Air Force C-130 and flew out of Vietnam. It was April 30, 1975, when the Vietcong took control of Saigon, now known as Ho Chi Minh City, marking the end of the Vietnam conflict and the reunification of the country under communist control. The 10-year-long Vietnam conflict resulted in more than 58,000 U.S. fatalities.

Nguyen, along with Port Engineer Anh Ho, his colleague at Military Sealift Fleet Support Command's Ship Support Unit Singapore, both fled their native Vietnam in order to escape political persecution, jail or even death.

The Nguyen family's first stop was the Pacific island of Guam, where, after a two-week stay, the family was flown to Los Angeles.

"I remember soldiers meeting us at the airport and giving me a toy," Nguyen said. "We will never forget the kindness and generosity the U.S. government and American people showed to us," Nguyen said.

Nguyen's family eventually settled in Hawthorne, Calif. After graduating from high school, he served in the U.S. Marine Corps. After getting his degree, he worked as a contractor, supporting the information systems on board U.S. 7th Fleet ships and joined civil service in 2006.

Ho was in high school when North Vietnam captured his home city of Hue in central Vietnam.

"My father saw an army jeep with a North Vietnam



Port Engineer Anh Ho, left, and Information Technology Specialist Sang Nguyen of Military Sealift Command's Ship Support Unit Singapore share their stories of fleeing Vietnam, which led them to the United States, employment with MSC and assignments in Singapore.

insignia, and we knew the battle was lost," Ho said. "Life became very difficult for us after that moment."

For Ho, it was 1981, and his fifth and final year at Ho Chi Minh City's University of Medicine and Pharmacy, when he chose to board a small wooden fishing boat in order to seek freedom.

"Our 10-meter boat had over 50 on board, and we were harassed and robbed by pirates," Anh said. "A baby was killed when she fell into the engine compartment."

Up to a million "boat people" would flee Vietnam in the years following the war. Many, like Ho, paid as much as \$3,000 to escape. After seven days in the Gulf of Thailand, Ho's boat docked at the Songkhla refugee camp in southern Thailand on Christmas eve 1981.

"Freedom should not be taken for granted," Ho said. "I risked my life for it."

Ho, without any family members accompanying

him, was transferred to the Sikiew refugee camp in nearby Phanat Nikhom.

"There was a barbed wire fence and another fence behind it," Ho said. "It was impossible to see what was on the outside."

Ho left the camp's perimeter just once during his two-year stay.

It was in September 1983 that Anh's life would change forever: He interviewed with an official from the U.S. Immigration Service.

"After I told my story, he looked me in the eye and told me he believed me," Anh said. Anh was sent to Bataan, Philippines, to learn about American culture and study the English language. He also learned auto mechanics, carpentry and typing—anything that would give him a skill to help land a job in the United States. In May 1984, Ho set foot in San Jose, Calif., with just \$5 in his pocket.

Ho attended California Maritime Academy, earning a Bachelor of Science degree in Marine Engineering in 1989 and gained U.S. citizenship shortly thereafter.

In 1991, Ho reported to his first ship, former MSC special mission ship USNS Point Loma, as third assistant engineer. Ho served aboard fleet replenishment oiler USNS Walter S. Diehl, combat stores ship USNS Spica and ammunition ship USNS Kilauea.

Ho also worked at MSC's Sealift Logistics Command Pacific in San Diego where he remained until 2007. Ho moved to Singapore in 2007, where he now serves as a port engineer.

The United States reestablished diplomatic ties with Vietnam in 1995. Since that time, a handful of U.S. Navy ships, including MSC ships, have visited the communist nation. Most recently, MSC hospital ship USNS Mercy docked at Nha Trang last summer during the Pacific Partnership mission, and in 2007, oceanographic survey ship USNS Bruce C. Heezen visited Da Nang.



## Reserve training

Navy Cmdr. John Carroll, executive officer of Military Sealift Command Expeditionary Port Unit 105, receives assistance putting on a protective chemical, biological and radiological defense suit. His unit from Wilmington, Del., attended a two-day training course at MSC Training Center East in Freehold, N.J., in March.

The course, which included 'chem' training, first aid and CPR, proved especially useful to three participants. Navy Boatswain's Mate 2nd Class James Murray, Navy Electronics Technician 3rd Class Kyle Turner and Navy Storekeeper 3rd Class Angel Montes will soon deploy in support of operations Enduring Freedom and Iraqi Freedom.

## SEALOGPAC welcomes new commander

By Sarah Burford  
SEALOGPAC Public Affairs

Sealift Logistics Command Pacific changed leadership during a ceremony on board fleet replenishment oiler USNS Guadalupe at Naval Station San Diego on May 1.

SEALOGPAC outgoing commander, Navy Capt. David L. Kiehl, was relieved by Navy Capt. Jerome Hamel during the 10 a.m. ceremony.

After assuming command of SEALOGPAC in 2007, Kiehl oversaw a wide range of operations and exercises within the command's area of responsibility, including the deployment of hospital ship USNS Mercy in support of the 2008 Pacific Partnership humanitarian mission, a 2008 Joint Logistics Over the Shore exercise and the 2008 Rim of the Pacific exercise.

Kiehl commended his staff of nearly two years for their commitment to MSC and the Navy during his time in command.

"SEALOGPAC's success and sterling reputation is due solely to the individual dedication of each of you day in and day out," said Kiehl. "The Legion of Merit I receive today is your award, and it will remind me of your dedication to duty and commitment to service I have witnessed in each one of you."

Kiehl will report to Commander, Carrier Strike Group Eleven as chief of staff aboard aircraft carrier USS Nimitz in San Diego.

Rear Adm. Robert O. Wray, deputy commander of Military Sealift Command, was the guest speaker for the change of command and presented Kiehl with the Legion of Merit for his outstanding performance as commander

of SEALOGPAC.

In addition to the official awards, Wray also made Kiehl, a naval flight officer and member of the aviation community, an honorary surface warfare officer during a humorous induction process.

"Captain Kiehl has done the MSC community well," said Wray. "He has broken the mold and proven that an aviator can do a job that has been traditionally held by a surface warfare officer and do it well."

Hamel comes to SEALOGPAC after a tour of duty in Washington, D.C.,



where he served on the Chief of Naval Operations' staff as the operations augmentation branch head.

"I'm very excited to be with MSC and to be a part of this great team," said Hamel. "This is a great blend of professional men and women who are dedicated to supporting the mission of MSC and the Navy. I'm really looking forward to the challenges of leading Com-

mander Task Force 33 and MSC in the eastern Pacific."

Hamel holds a Bachelor of Science degree from the Massachusetts Maritime Academy and a Master of Science degree from the Naval Postgraduate School in Monterey, Calif.