

November 2009

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



**MSC reaches out for
Pacific Partnership
2009**

U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Valcarcel

INSIDE — Dry cargo/ammunition ship provides typhoon relief • First MSC ship repaired in Vietnam since Vietnam War

New MSC Commander takes helm

I am honored and exceptionally proud to be your new commander. Since my graduation from Kings Point and the start of my Navy career 30 years ago, I have harbored a hope that someday I would be able to return to my Merchant Marine roots and serve alongside those who deliver support and sustainment to our nation's combat forces day in and day out, anytime, any ocean. On Friday, Oct. 16, my hope became reality when I relieved Rear Adm. Reilly as Commander, MSC. Rob Reilly has been an exceptional leader of this organization for the past three-plus years. I know that all of you join me in wishing him and his family all the very best in their future endeavors. He accomplished what all commanders strive to do: leave the organization better than they found it.

I am sure that many of you are wondering what course I am going to plot for MSC over the next several years. Quite honestly, I don't know yet. I intend to survey our operations in the coming weeks, visit as many facets of the organization as I can to gain an appreciation for what we're capable of and then "make turns" to improve an already incredible organization. I am not interested in changing what works well and is serving our mission, but with the likelihood of diminishing budgets and mission growth looming ahead, there will almost certainly have to be adjustments to the way we operate and manage our forces. Our job – with much input and support – is to bring about any change in such a way that our effectiveness is not diminished. When MSC says "We deliver," people believe us and depend on us. We cannot ever let that change!

Having been trained in the U.S. Merchant Marine and now serving in the Navy, I believe I have a strong appreciation for the role each plays in our nation's defense. Our Navy, and for that matter, all of our armed forces, look to us and depend on you to provide the

sustainment that sets U.S. forces apart from all others in the world today – the ability to project forward and operate there for extended periods. You have done such a magnificent job over the years in sustaining our forces forward that many take for granted that

know what I expect from each one of you as a member of the MSC team. Quite simply it is this:

In accomplishing our mission:

- Put people first and make every effort to prepare and enable your subordinates to succeed.

- Be a professional in all that you do, always striving to be the very best in your field and seeking every opportunity to improve your knowledge, skills and abilities.
- Be a good shipmate, treating others with dignity and respect through the special bond that exists among those who go to sea.

Three simple points, yet I believe they capture the essence of what makes a command ultimately successful amid all of the challenges and priorities – and in some cases real dangers – that we will face.

I'll have more to say in future Sealift columns and in the discussions I will have as I travel around the command and meet with you. For now, I leave you with my personal pledge to be the very best leader and commander that I know how to be, every moment that I am privileged to lead this magnificent organization. I only ask that you continue to execute your duties afloat and ashore with the same high level of professionalism that has become the hallmark of MSC.

It's great to be aboard and steaming with the Navy's professional mariners! Carry on!

Yours aye,

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



MSC will always be there and, in the case of the Naval Fleet Auxiliary Force, that the ammunition and groceries are just a helo lift or shot line away. I appreciate the effort required to make it all work as seamlessly as it does and will work to ensure that we remain properly crewed, trained and equipped to execute our vital mission.

I have carried a basic philosophy with me throughout my career, and I believe it is important for you to

Comfort hosts change of command ceremony

By Meghan Patrick
MSC Public Affairs

Rear Adm. Mark H. Buzby became the 25th commander of the U.S. Navy's Military Sealift Command Oct. 16 in a ceremony aboard hospital ship USNS Comfort in Baltimore, Md.

Buzby, a native of Atlantic City, N.J., graduated from the U.S. Merchant Marine Academy in Kings Point, N.Y., and was commissioned in 1979.

As the new commander of MSC, Buzby is responsible for a fleet of more than 110 government-owned and chartered ships, as well as a workforce of more than 9,000 civilian and military personnel operating at sea and ashore worldwide.

"My pledge to you is that I will lead MSC the very best way I know how, every minute of every day," said Buzby in his remarks. "I only ask that you continue to display the strength, courage and professionalism that enables the command to execute the mission so efficiently and independently. So let's get at it. My first order to you is to full ahead, MSC. Steady as she goes and carry on."

General Duncan McNabb, commander of U.S. Transportation Command, and Admiral John C. Harvey Jr., commander of U.S. Fleet Forces Command, spoke at the ceremony and paid tribute in their remarks.

"I know Buzby extremely well and I can assure everyone at MSC that he is a dedicated leader, extraordinary flag officer and trusted friend," said Harvey. "Simply put, MSC's reach is global and directly supports every soldier, sailor, Marine and airman deployed worldwide."

Comfort – one of MSC's two hospital ships – served as the ceremony site for more than 400 guests. Later guests toured the 894-foot long ship and hospital that boasts 12 operating rooms and room for up to 1,000 hospital beds.

Comfort and its San Diego-based sister ship, USNS Mercy, completed four humanitarian and civil assistance deployments under MSC Commander Robert D. Reilly, Jr., since Reilly took command of MSC in March 2006, treating more than 350,000 patients in 20 countries.

During Reilly's tenure, MSC ships have also delivered 9 million gallons of fuel and nearly 7,000 tons of supplies and combat power to U.S. warfighters worldwide; evacuated 6,700 U.S. citizens from Beirut to safety in 2006; conducted annual resupply missions to Antarctica and Greenland; assisted in the search for missing service members in the waters off of Vietnam; and conducted a broad range of other missions.

"This has been such a rewarding experience, and I am very humbled by it," Reilly said in his final speech as MSC commander. "Buz, I cannot think of a more capable officer to hand MSC over to."

Buzby comes to MSC from U.S. Fleet Forces Command in Norfolk, where he was deputy chief of staff for global force management and joint operations.

Earlier in Buzby's 30-year Navy career, he served in a wide variety of assignments at sea and ashore. Buzby's previous commands include destroyer USS Carney, Destroyer Squadron 31, Surface Warfare Officers School Command, and Joint Task Force Guantanamo. As a flag officer, Buzby has served on the Navy Staff as deputy for surface ships, deputy for surface warfare and deputy for expeditionary warfare.

Buzby holds master's degrees from the U.S. Naval War College in Strategic Studies and International Relations and from Salve Regina University in International Relations. Buzby is also a graduate of the Joint Forces Staff College.

Reilly will retire after 31 years of distinguished Naval service.

"My pledge to you is that I will lead MSC the very best way I know how, every minute of every day," said Buzby in his remarks. "I only ask that you continue to display the strength, courage and professionalism that enables the command to execute the mission so efficiently and independently. So let's get at it. My first order to you is to full ahead, MSC. Steady as she goes and carry on."

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First MSC ship voyage repairs since Vietnam War

By Lt. Mike Morley

Logistics Group Western Pacific Public Affairs

Military Sealift Command rescue and salvage ship USNS Safeguard transited down the Saigon River on Sept. 12, quietly making history as the first MSC ship to have used a Vietnamese shipyard for voyage repairs since the Vietnam War.

Safeguard's repairs took place at Saigon Marin Shipyard, in Ho Chi Minh City, Vietnam, from Aug. 27 to Sept. 12. Vietnamese shipyard workers refurbished and repaired Safeguard's davits, transformers, ladder wells and piping. The repairs prepared Safeguard for its new mission in the 7th Fleet area of responsibility in the Western Pacific Ocean.

The idea to send Safeguard to a Vietnamese shipyard for repair came from MSC's Military Sealift Fleet Support Command Ship Support Unit Singapore, which routinely contracts shipyards throughout Southeast Asia to affect emergent and voyage repairs to U.S. Naval Fleet Auxiliary Force ships. The Navy saves both time and money by using multiple commercial shipyards throughout the region, by shorten-

ing the time vessels are off mission and by reducing transit times to more distant shipyards.

Safeguard's repairs took almost one year to arrange. "This initiative started back in October 2008, when MSC officially began trying to establish repair relationships," said Lt. Cmdr. Mike Little, officer in charge of MSFSC SSU Singapore. "Ship repair normally doesn't get too exciting, but it was great being there when Safeguard came up the river and into the shipyard."

Safeguard's successful voyage repairs at the Vietnamese shipyard marks a new resource for the Navy, giving it another option for emergent or voyage repairs when port loading conditions at other commercial shipyards make them unavailable.

"The cooperation we received could not have been better," wrote Safeguard's civil service master Capt. Peter Long in a note to the Vietnamese shipyard's leaders. "It was our pleasure to have the experience of being the first ship to go through a repair period in Vietnam. The people we met were talented professionals with an excellent work ethic, and the final result was a most successful voyage repair experience."

Susan Melow, MSFSC Public Affairs, contributed to this story.

USNS Carl Brashear welcomes namesake's son

By Sarah E. Burford
SEALOGPAC Public Affairs

The master and crew of Military Sealift Command dry cargo/ammunition ship USNS Carl Brashear welcomed aboard the son of the ship's namesake for a voyage up the Columbia River from Cascade Shipyard in Portland, Ore., to the Manchester Fuel Pier in Manchester, Wash., Sept. 11-15.

U.S. Army Reserve Chief Warrant Officer Philip Brashear embraced the rare opportunity to spend time aboard his late father's living legacy, touring the ship while underway, talking with many of MSC's 124 civil service crew members aboard and observing life aboard the 689-foot ship.

Less than one year ago the warrant officer and other members of the Brashear family saw the newly constructed Lewis and Clark-class ship, T-AKE 7, come to life at a festive christening ceremony led by Chief of Naval Operations Adm. Gary Roughead Sept. 18, 2008, in San Diego.

Because Philip Brashear's second visit allowed him to spend four nights on board the ship, he had more time to fully appreciate the size and capabilities of the ship, which delivers ammunition, food, fuel and other dry cargo to U.S. and allied ships around the world – helping them maintain a strong forward presence.

As the ship navigated its way through some of the Pacific Northwest's most scenic terrain, Philip Brashear spent a few quiet moments on the bridge listening to the sounds of the ship moving through the water and reflecting back on his

father, a U.S. Navy pioneer.

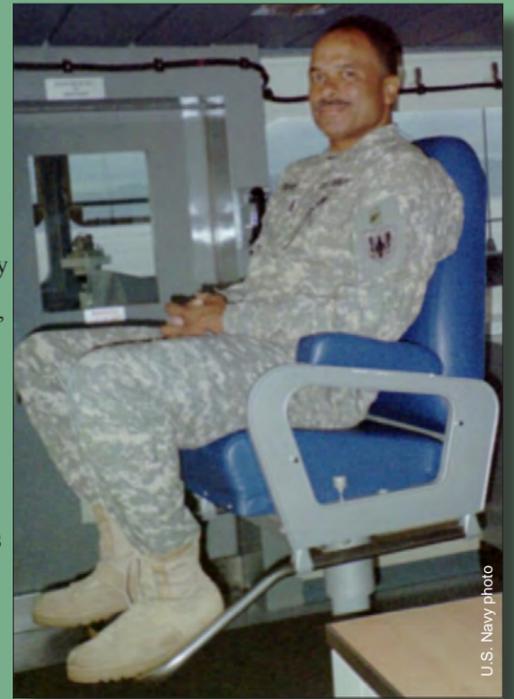
Master Chief Petty Officer Carl Brashear was one of the first African-Americans to graduate from the Navy Diving School and the first African-American to qualify and serve as a master diver on active duty. Carl Brashear paved the way for another minority group a few years later when he lost his leg in a diving accident. Determined to return to Navy diving, Carl Brashear put himself through a strenuous rehabilitation program and rigorous testing. Two years after the accident, he became the first person to certify or recertify to dive as an amputee. Years later, actor Cuba Gooding, Jr., played Carl Brashear in the popular movie "Men of Honor," which chronicles the diver's life.

Philip Brashear shared with crew members that while his father died before the commissioning of his namesake, the master chief would have been proud and humbled to have a Navy ship bear his name.

"My dad would have been so taken in by this ship," said Philip Brashear. "He had been on all different kinds of ships during his Navy career, but I think the sheer size and power of T-AKE 7 would have really impressed him. I think he would have also been very impressed with the state-of-art technology that every department on board seems to have."

Brashear was delivered to MSC on March 4, following a series of tests and sea trials. In addition to the ship's civil service mariners, 11 U.S. Navy sailors are embarked to provide supply coordination.

The T-AKE program has contract options for up to 14 ships, and 12 ships are currently fully under contract with MSC.



U.S. Navy photo
Army Chief Warrant Officer Philip Brashear, son of the namesake for dry cargo/ammunition ship USNS Carl Brashear, takes a seat of honor on the bridge of the ship during a special underway embark in the Pacific Northwest.

MSC supports Super Typhoon Choi-Wan relief

By Mass Communication
Specialist 1st Class
Jeffery Tilghman Williams,
U.S. 7th Fleet
Public Affairs

In the wake of Super Typhoon Choi-Wan's monstrous mid-September winds, Military Sealift Command dry cargo/ammunition ship USNS Alan Shepard and two MH-60S Knighthawk multi-mission naval helicopters from U.S. Navy Helicopter Sea Combat Squadron 25 arrived on station in the early morning hours of Sept. 17 to provide immediate humanitarian support to residents of Alamagan and Agrihan, South Pacific islands that were devastated by the storm. The islands, which are part of the Commonwealth of the Northern Mariana Islands, are located approximately 168 miles north of the island of Saipan.

At the request of the governor of Saipan, the ship was vectored to the troubled area to assist the residents who desperately needed basic survival supplies following the heavy rain and winds in excess of 150 mph brought on by the super typhoon. Commander, U.S.

Pacific Fleet and Commander, 7th Fleet directed Alan Shepard to divert from its ordnance resupply mission. Less than eight hours after the order was given, the ship arrived in the vicinity of the typhoon-ravaged area.

The helicopters delivered various supplies, including more than 260 gallons of fresh water, 50 pounds of rice and other health and comfort items, from the ship to the islands. They also evacuated a six-person family from Alamagan to Shepard. The ship's medical staff examined the family members before the helicopters transported them to Saipan for further medical treatment.

"Although the ship was operating five to 10 miles off shore, we came face-to-face with the crisis when we met the family that was evacuated from the island and delivered to safety on the ship," said Shepard's civil service master Capt. Greig Hague. "The look of relief and gratitude as they set foot on our ship gave us a great deal of satisfaction – knowing that we'd made a positive difference in their lives."

The humanitarian mission required the support from various

organizations, including U.S. Naval Forces Marianas, U.S. Coast Guard Sector Guam, and the government of the Commonwealth of the Northern Mariana Islands.

"USNS Alan Shepard's multi-mission capabilities play a critical role in the maritime strategy. We are uniquely equipped to handle humanitarian operations like this one and provide much needed support," said Hague.

Alan Shepard is the third of eight new dry cargo/ammunition ships, or T-AKEs, delivered to MSC since 2006 and the first T-AKE assigned to the West Coast's 3rd and 5th Fleets. The 689-foot ship is equipped with custom-designed cargo handling equipment, enabling the ship to deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's carrier strike groups and other naval forces worldwide – keeping them at sea, on station and combat ready. Four more dry cargo/ammunition ships are scheduled for delivery to MSC by 2011 to replace aging combat stores ships and ammunition ships.



U.S. Navy photo
A sailor assigned to Military Sealift Command dry cargo/ammunition ship USNS Alan Shepard's detachment, U.S. Navy Helicopter Sea Combat Squadron 25, provides basic first aid to a young girl on Alamagan Island in the South Pacific's Northern Mariana Islands following the aftermath of Super Typhoon Choi-Wan Sept. 17.

MSC: a flexible arm

**By U.S. Navy Mass Communication Specialist
2nd Class Joshua Valcarcel and Meghan Patrick,
MSC Public Affairs**

More than 22,000 people in the South Pacific region received medical treatment this summer, thanks in part to a Military Sealift Command ship, its civil service crew and embarked military detachment. MSC dry cargo/ammunition ship USNS Richard E. Byrd became the enabling platform for a three-month humanitarian and civic-assistance mission with only three weeks to prepare before the mission began.

When an unforeseen circumstance forced amphibious transport ship USS Dubuque – the designated vessel for the U.S. Pacific Command’s mission Pacific Partnership 2009 – to be pulled from the mission shortly before it began, U.S. Pacific Fleet needed to find a suitable replacement quickly.

This year marked the first time that Byrd, or any ship of its class, had served as the primary platform for the annual mission. The ship’s responsibilities included hosting medical and engineering personnel from a variety of Pacific commands and delivering medical and civic services to countries in need. The Pacific Partnership team made 10- to 14-day visits to Samoa, Tonga, the Solomon Islands, the Republic of Kiribati and the Republic of the Marshall Islands.

Back in May, Byrd’s civil service mariners and sailors – energized by the knowledge that their impending mission would help many people – overcame several initial obstacles in order to leave by the slated start date. The biggest challenge was adjusting the mission to fit the capabilities of a much smaller ship.

First, U.S. Pacific Fleet downsized Dubuque’s medical and engineering mission team from 300-400 people to 110 due to Byrd’s smaller size.

Byrd’s civil service master Capt. Jonathan Olmsted had to address some important issues pertaining to the ship’s capacity and U.S. Coast Guard regulations.

“Byrd was not designed to hold more than 198 people. Our total complement with the already down-sized medical and engineering mission folk plus crew members was 245 people, so we had to make some adjustments,” said Olmsted. U.S. Army

cots were brought in to augment the available bunks.

“Once we created enough room we had to re-write the station bill in the event of an emergency and get our capacity changes approved by the U.S. Coast Guard,” said Chief Mate Fredrick P. Cullen III. “All of the steps required a lot of cooperation from the crew members. I tip my hat to them for maintaining their level of enthusiasm from the very start of this mission. They deserve a lot of credit.”

Next on the list of mission-critical necessities was finding a way to store enough provisions. Because the mission took place in some isolated areas where replenishment was difficult, storing enough food and fuel was a major concern.

“Most MSC ships only carry one-month’s worth of provisions because they can replenish at-sea. In this unique situation we knew we weren’t going to be able to count on any replenishment support along the way,” said Olmsted.

Because Byrd did not need to carry cargo to resupply other ships, they were able to use the ship’s cargo tanks to make room for three month’s worth of provisions.

Mission planners arranged for the installation of a reverse-osmosis machine, which was able to convert fresh water from sea water while the ship was at anchor during the many weeks of the mission. The reverse-osmosis machine augmented the ship’s evaporation system, which could only make water when the ship was transiting at a certain speed.

Figuring out where to store the required medical and engineering equipment was another challenge for Byrd’s crew

members. They had to create space for large additions to ship’s equipment, including four 30-foot rigid hull inflatable boats, which were used to transport people and supplies to and from shore.

Moving equipment and supplies ashore was a prime concern during each mission stop because Byrd’s draft kept the ship from transiting into shallow water ports. The ship worked with Australian landing craft and other vessels to move equipment ashore.

“It was a unique challenge to bring so many different-sized vessels alongside and to transfer cargo to them,” said Byrd’s 2nd Mate Andrew Strosahl.

“And, at every country we visited, we never delivered cargo to just one place. We had multiple destinations we needed to account and plan for.”

Flexibility was key in dealing with the daily challenges of rigid-hull boat operations – which required refueling two boats, checking engines, ensuring sufficient lifejackets and drinking water was aboard, and verifying that radios and global positioning systems were functional by

7 a.m. for an 18-hour mission support day.

With two crews operating two RHIBs all day, every day, the few remaining deck machinists aboard Byrd worked constantly to keep up with maintenance on the two RHIBs that were left behind for the day so that the mission could continue uninterrupted.

“As issues came at us, we came up with a plan, and as the plan changed, we adapted,” said Dave Floyd, ship’s boatswain. “It was a monumental task for the deck machinists to keep



m of the U.S. Navy

the RHIBs up and running,” Floyd continued. “The boats came to us with at least 10 years of use. They were all in good shape, but the amount of use that we put on them took its toll.” A recreational boat runs an average of 100 engine hours per year, which is equal to the number of hours each RHIB ran in a single country’s port. “Many problems arose, but the deck machinists kept up with the repairs.”

Byrd’s crew also volunteered their services, during non-duty hours, to work ashore for ongoing outreach projects conducted at various sites, including schools and churches. Byrd crew members banded together to donate clothes to the Chapel of Sisters of Our Lady of Sacred Heart for distribution to under-privileged people of Kiribati.

The Pacific Partnership 2009 mission drew to a close in the South Pacific on Sept. 18. While this year’s medical team was 75 percent smaller than the 2007 medical team, only 25 percent fewer patients were treated. Doctors and nurses treated 22,037 patients and examined 11,248 of them, and the dental team treated 4,487 patients. The biomedical repair team assessed 107 pieces of equipment in various hospitals, repairing 77 pieces and performing preventative maintenance on 23 of them.

The mission’s preventative medicine team tested water sources, sprayed for mosquitoes and suggested methods to improve public health through improved engineering solutions. Other projects focused on improving water catchment capacity by either replacing or installing water catchment tanks and guttering to fill them.

As part of the mission’s largest project, a multinational team of engineers from Australia, Canada and the United States replaced a bridge in Kiribati, enabling the transport of goods from the south to the north and for northern residents to travel to the south for medical treatment.

“With such a successful mission behind us, I think we’ve verified that this ship can perform this type of mission, which demonstrates how MSC is really one of the most flexible arms that the Navy has,” said Olmsted. “Give us a job to do, and we’ll figure out how to get it done. That’s what we’re here for. Our mission is to support the Navy in whatever they need us to do.”

U.S. Navy Lt. Cmdr. Nancy Harrity contributed to this story.



U.S. Navy photos by Mass Communication Specialist 2nd Class Joshua Valcarcel

Cover: Military Sealift Command civil service mariner Jeremy Glazier assists an MSC-contracted commercial helicopter team practice cargo maneuvers aboard MSC dry cargo/ammunition ship USNS Richard E. Byrd while en route to Samoa, the first visit for Pacific Partnership 2009. This was the fourth in a series of annual humanitarian and civic assistance missions for Commander, U.S. Pacific Fleet. For the mission Byrd embarked humanitarian and civic assistance equipment and a robust multi-specialized team of preventive-medicine personnel, veterinarians, medical and dental teams, a construction battalion and engineering personnel.

Top: Byrd civil service mariners head to shore in one of Byrd’s four 30-foot rigid hull inflatable boats, which were used to transport mission team members to and from their medical and engineering projects.

Right: Byrd sits pierside, while on a mission stop in Samoa.

Below: Children from the village of Visale in the Solomon Islands, take a tour of an MSC-contracted commercial helicopter embarked on Byrd. The helicopter flew to the village carrying cargo from Byrd to support Navy Seabees working on the renovation of Visale’s primary school during a Pacific Partnership 2009 community-service project.



HQ • HIGHLIGHTS

Military Sealift Command Strategic Planning Office finalized MSC's 2010 corporate plan, which includes 42 initiatives ranging from participation in the Secretary of the Navy's Task Force Energy initiative to streamlining MSC's recruiting process. Twenty of the initiatives are new items, and 22 were carried forward from 2009. The plan helps ensure that limited resources are directed to high-priority objectives.

Juan Prieto, logistics, was master of ceremonies as MSC headquarters celebrated Hispanic Heritage Month Oct. 1. The Maru Montero Dance Company performed; attendees sampled ethnic food; and Ramon Suris-Fernandez, director of the Department of Labor's Civil Rights Center, spoke about efforts to reduce the disparity between the percentage of Hispanics in the general population and that in the federal workforce.

Suris-Fernandez is the former deputy assistant secretary of the Army for Equal Employment and Civil Rights. He has also served in similar positions with the National Aeronautics and Space Administration and the centers for Medicare and Medicaid Services.

On Oct. 13, MSC headquarters recognized 13 individuals for a combined total of 280 years of excellent government service. **Fran Carter**, inspector general's office, and **Pat Tully**, joint plans, strategic studies and wargaming, were each recognized for 35 years of federal service. **Todd McGill**, administration, and **Joyce Green**, comptroller, earned their 30-year service pins. **Mark Coggins**, Sealift, was honored with a 25-year pin. **Jim Beliveau**, Special Mission; **Kristine Boyles**, contracting; and **Brad Reiber**, operations; were each recognized for 20 years of government service.

Ken Jones, Sealift; **Hanna Tekele**, command, control, communication and computer systems; and **Janet Thurman**, contracting, received 15-year pins. **Hilda Ponder**, logistics, and **Tim Vickers**, Special Mission, were each recognized for 10 years of federal service.

Elizabeth Bogart, Prepositioning, was selected as the Civilian of the Quarter for the third quarter of 2009. Navy **Information Technician 2nd Class Rod Brown Jr.**, command, control, communication and computer systems, was selected as the Junior Sailor of the Quarter. Navy **Yeoman 1st Class Daronda Rochelle**, operations, was the Senior Sailor of the Quarter. Navy **Operations Specialist 2nd Class Jim Foy**, operations, received a letter of recommendation.

Navy **Operations Specialist 2nd Class Carol Halstead**, operations, and Navy **Information Technician Senior Chief Petty Officer Judi Farmer**, command, control, communication and computer systems, received the Navy and Ma-

rine Corps Achievement Medal. Navy **Yeoman 1st Class Dru Maclin**, front office, and Navy **Lt. Robert Hanson**, operations, were awarded the Navy and Marine Corps Commendation Medal. Navy **Capt. Paul Burmeister**, chaplain, and Navy **Cmdr. Mike Corsey**, contracting, were awarded Meritorious Service Medals.

MSC welcomes **Sebastian Vaneria**, legal office; Navy **Operations Specialist 2nd Class Victor Walker**, operations; **Zephyr Shindoler**, command, control, communication and computer systems; **Ingrid Agner-DeBord**, **Charles Winstead** and **Alicia Pauls**, engineering; **Jessica Rennekampf** and **Krishana Wright**, contracting; and **Carl Welborn** and **Richard Higgins**, Sealift Program.

MSC bids farewell to **Cara Conlin**, legal office; Navy **Cmdr. Michael Corsey** and **Andrew Fiske**, contracting; **John Ratcliff**, comptroller; and Navy **Operations Specialist 2nd Class James Foy**, operations.

COMPASS • HEADING

Military Sealift Command dry cargo/ammunition ship USNS Sacagawea's civil service master **Capt. George McCarthy** and military detachment officer-in-charge Navy **Cmdr. Mark Pimpo** hosted Navy Surface Warfare magazine writer **Ned Lundquist** aboard the ship for an T-AKE introduction and indoctrination tour. McCarthy, Pimpo and other members of Sacagawea's military detachment illustrated the enhanced underway replenishment capabilities the new ship class provides the Navy.

MSFSC's new electronic civil service mariner evaluation program, called the Mariner Advancement Program, is now

available to the fleet. **Capt. Robert Holley**, MSFSC Port Captain - West and **Capt. Randall Rockwood**, MSFSC Port Captain - East, are attempting to personally visit each ship as it implements the program. Holley and Rockwood have started traveling to meet with as many civil service mariner-crewed ships as their schedules and ship port calls allow. Holley and Rockwood oversee and provide instruction on the program during each ship visit.

On Sept. 22, MSFSC Director **Jack Taylor** presented a 2008 Chief of Naval Operations Award to the master and crew of MSC rescue and salvage ship USNS Grapple. Taylor also congratulated Grap-

ple crew members **Able Seamen Russell Bevard**, **Michael Snead**, **Henry Rivers** and **James Scully** on receiving special act awards for their work preparing Grapple for its upcoming East Africa deployment.

MSFSC dry cargo/ammunition ship class manager **Frank Cunningham** presented the crew of MSC dry cargo/ammunition ship USNS Richard E. Byrd with a framed congratulatory letter from MSFSC Director Jack Taylor. The letter acknowledged the efforts of Byrd's master and crew during the June to September Pacific Partnership 2009 humanitarian and civic assistance mission and included the name of every crew member. The framed presentation piece is now attached to the ship's bulkhead as a constant reminder to current and future crew members of the exceptional efforts made by Pacific

Partnership 2009's civil service mariners and sailors.

Navy **Cmdr. Bert Yordy** bid farewell to MSFSC Ship Support Unit Guam in mid-September, when Yordy departed for individual augment duty in Iraq. In a farewell letter, Yordy wrote that working for MSFSC SSU Guam "has been an excellent experience upon which I will look back with pride and appreciation." Yordy's relief, Navy **Cmdr. Norman Maple**, reported to MSFSC in mid-October.

Fair winds and following seas to **Able Seaman Michael Wingate** as he retires from government service.

MSFSC regrettably reports the death of **Able Seaman Richard Villanueva**.

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

CENTRAL • CURRENTS

Military Sealift Command's fast combat support ship USNS Rainier and MSC combat stores ship USNS San Jose departed the U.S. 5th Fleet area of operations following a successful deployment in support of operations Iraqi Freedom and Enduring Freedom, Partnership-Strength-Presence, Struggle Against Violent Extremism and Maritime Security operations. The dedication and detailed personal attention of Rainier and San Jose's masters

and crews played a vital role in keeping 5th Fleet forces combat ready. Rainier and San Jose provided unmatched support to USS Ronald Reagan and USS Bataan strike groups and other coalition naval forces. The crews' flexibility was paramount to the success of critical missions off the Horn of Africa and in the Persian Gulf.

Navy **Capt. Donald D. Hodge**, Commander, Sealift Logistics Command Cen-

tral, praised Rainier and San Jose's crews' safety achievements with a Bravo Zulu. Rainier safely and efficiently conducted 47 incident-free underway replenishments, transferred more than 11 million gallons of fuel and delivered 3,430 pallets of cargo and provisions. San Jose safely and efficiently conducted 23 incident-free underway replenishments, transferred 403,116 gallons of fuel and delivered 1,227 pallets of cargo.

MSC fleet replenishment oilers USNS Tippecanoe and USNS John Lenthall, MSC fast combat support ship USNS

Bridge and MSC dry cargo/ammunition ship USNS Amelia Earhart, stepped in to pick up the action in the 5th Fleet area of responsibility at the end of September. The ships' logistics performance in the high-operational tempo of U.S. Central Command will be instrumental to the success of U.S. and coalition maritime operations.

September marked the departure of Navy **Lt. Cmdr. John Woods**, operations support officer, and Navy **Lt. Stephen Bower**, force protection officer. The command wishes both men a fond farewell and the best of luck in their future endeavors.

Safe Sailing

Military Sealift Command fast combat support ship USNS Bridge wins a 2008 Secretary of the Navy Safety Excellence Award during a Sept. 15 ceremony in Washington, D.C. Rear Adm. Arthur J. Johnson, commander, Naval Safety Center (center right), presented the award to the ship's Chief Mate Tom Guidice (left) and the ship's Norfolk-based class manager, Mike Ricci (center left). MSC Deputy Commander Rear Adm. Robert O. Wray, Jr., (right) also attended the ceremony. Rescue and salvage ship USNS Grapple and large, medium-speed, roll-on/roll-off ship USNS Mendonca were also recognized this year for 2008 safety achievements, receiving - along with Bridge - Chief of Naval Operations afloat safety awards and earning the right to display Navy's green safety "S" on the ship's bulwark until the next competitive cycle.



U.S. Navy photo by Barry Lake



U.S. Navy photo by Roland Bloxham

Military Sealift Command Maritime Prepositioning Ship USNS 1ST LT Baldomero Lopez crew members offload a 130,000-pound Marine Corps Rough Terrain Cargo Handler vehicle using the ship's on-board crane during U.S. Marine Corps Forces Europe Exercise Loyal Midas in Souda Bay, Greece. From September 9-25, Lopez joined MSC Maritime Prepositioning Ships USNS 2ND LT John P. Bobo and USNS LCPL Roy M. Wheat for the large-scale NATO maritime exercise, which tests how long it takes Marines to offload and install armor on Marine Corps vehicles. Eighty-four Marine Corps vehicles were offloaded during the exercise.

FAR • EAST • HAILS

Navy **Capt. Geoffrey Pack**, commander, Maritime Prepositioning Ship Squadron Three, hosted more than 20 guests from the Saipan chapter of the Employer Support of the Guard and Reserves on board MPS Squadron Three flagship USNS 1ST LT Jack Lummus Sept. 22. Guests included representatives from the Commonwealth of Northern Marianas' legislature and port authority officials, American Red Cross volunteers, local business leaders and media representatives. Pack's and Lummus' **Chief Mate Dan Reed**, led the group on a tour of the ship in a visit designed to familiarize local government and business leaders with squadron ships and MPS Squadron Three's mission in the U.S. 7th Fleet area of responsibility.

Military Sealift Command Office Korea staff members visited Busan Veterans Hospital Sept. 10. The staff members, escorted by hospital director Yong Ho Park, visited with patients, many of whom served in the Korean and Vietnam wars.

At the invitation of the Busan International Women's Association, commanding officer Navy **Cmdr. Chris Cruz** and the staff of MSCO Korea hosted children from Busan's Sung Ae Won orphanage at a summer picnic on a Busan beach, Sept. 15. Staff members played games with the children and gave them gifts. "The picnic was a huge success," said Cruz. "More people volunteered than we originally planned."

Sealift Logistics Command Far East welcomes Navy **Cmdr. Mike Snoderly**, operations officer. Snoderly previously

served as plans and exercises officer on the staff of commander, Logistics Group Western Pacific and commander, Task Force 73. Snoderly relieved Navy **Cmdr. Paul Grgas**, who is now SEALOGFE's chief staff officer.

SEALOGFE bids fair winds and following seas to Navy **Lt. Rick McVoy**, who served as Naval Fleet Auxiliary Force officer for the past two years. Upon his departure, McVoy was awarded a Navy Commendation medal marking his outstanding tour of duty with the command.

MSC Office Okinawa welcomes **Boatswain's Mate Senior Chief Gene Palabrica**, operations officer, who relieved **Boatswain's Mate Senior Chief Richard Guilfoyle**.

Navy **Yeoman 1st Class Sandra Manning** relieved Navy **Yeoman 1st Class Sylvia Vance** as MSCO Diego Garcia's administrative officer.

In MPS Squadron Two, Navy **Ensign Jeffery Borromeo** relieved Navy **Ensign Casey Hebert** as supply officer. Navy **Logistics Specialist Chief Jeffery Hinton** relieved Navy **Logistics Specialist Chief Julius Apostol** in the command's supply department.

In MPS Squadron Three, Navy **Lt. Cmdr. Richard Preston** relieved Navy **Lt. Cmdr. Eugene Franks** as chief staff officer. Navy **Lt. j.g. Brian Caldwell** relieved Navy **Lt. j.g. Tara Burress** as material officer. Navy **Logistics Specialist 2nd Class Gordon Rudolph** relieved Navy **Logistics Specialist 1st Class Antoinette Banks** in the command's supply department.

EUROPE • AFRICA • NEWS

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman completed two months as duty oiler in the U.S. 6th Fleet area of operations. While in theater, Grumman replenished numerous U.S. Navy ships, as well as several NATO vessels during Exercise Loyal Midas. Maritime Prepositioning Ships USNS 2ND LT John P. Bobo, USNS LCPL Roy M. Wheat and USNS 1ST LT Baldomero Lopez participated in Maritime Prepositioning Force Offload 2009 in Souda Bay, Greece. Bobo acted as a command-and-control platform for naval support element staff. Wheat and Lopez deployed the Improved Navy Lighterage System to transport designated U.S. Marine

Corps equipment from Lopez to shore. High-speed vessel HSV 2 Swift returned to Rota, Spain, from duty as part of African Partnership Station. Swift visited Cameroon, Ghana, Liberia, Gambia, Senegal, Nigeria, Gabon and Togo in support of Commander, Task Force 365. MSC time-chartered dry cargo ship MV Virginian discharged 341 containers and loaded 288 containers in Eemshaven, Norway, in support of the Joint Munitions Command.

In September, Sealift Logistics Command Europe welcomed **Francis Pelosi**, formerly assigned to Military Sealift Fleet Support Command in Norfolk, as the new SEALOGEUR deputy operations officer.

PACIFIC • BRIEFS

MSC dry cargo/ammunition ship USNS Wally Schirra completed its first shakedown cruise Sept. 25 after being accepted into the Military Sealift Command Naval Auxiliary Force Sept. 1. Schirra departed San Diego Sept. 21 for underway time in the Pacific area of operations.

MSC fleet ocean tug USNS Sioux returned to San Diego Oct. 9 with the Scripps Oceanographic Institute's Floating Instrumentation Platform, or FLIP. Sioux provided the tow of FLIP to and from the open waters off the coast of Pearl Harbor, where it was used as a floating laboratory for oceanographic experimentation and study starting Aug. 3.

Sealift Logistics Command Pacific hosted an operations summit in San Diego Sept. 22-23. Participants included staff members from SEALOGPAC, Commander Task Force 33, field activity representatives

from the Pacific Northwest and Hawaii, and reserve units assigned to MSC. Topics discussed during the summit included MSC organizational and command relationships, operations planning support and port workload, and MSC's military transportation specialist community management initiative. The conference goal was to further enhance unit-level knowledge and readiness.

Navy **Capt. Jerome Hamel**, commander, SEALOGPAC, traveled to the Pacific Northwest Sept. 9-12 to visit and tour MSC activities in the area. The visit included a windshield tour of the Port of Tacoma, a town hall meeting with MSC Expeditionary Port Unit 116 in Seattle, and tours of MSC large, medium-speed, roll-on/roll-off ships USNS Brittin and USNS Pililaau, rescue and salvage ship USNS Salvor, fleet ocean tug USNS Sioux and dry cargo/ammunition ship USNS Carl Brashear.

ATLANTIC • LINES

Brian Hill, marine transportation specialist at Sealift Logistics Command Atlantic, facilitated the load-out of the U.S. Army's 10th Mountain Division cargo onto MSC-chartered dry cargo ship MV American Tern at the Port of Philadelphia Sept. 21-23. "Everyone involved cooperated fully and the team effort paid off when the operation completed on schedule," said Hill. "The cargo loading and lashing was particularly detailed due to the large number of small break bulk items."

Tom D'Agostino, SEALOGLANT's representative in Charleston, S.C., spent September preparing approximately 600 steel-framed, high-load capacity cargo flat racks that are no longer used by MSC for turn over to the Defense Reutilization and Marketing Office. Representatives from

DRM visited MSC's Charleston office Sept. 10 to inspect the flat racks.

D'Agostino, in conjunction with MSC's Prepositioning and Sealift programs, conducted a joint condition survey of spare parts at MSC's Charleston warehouse for potential use on MSC's large, medium speed, roll-on/roll-off vessels, Sept. 1-3.

On Sept. 29, D'Agostino escorted **Rear Adm. Robert O. Wray, Jr.**, deputy commander of MSC, on tours of MSC ammunition ship USNS Mount Baker and Ready Reserve Force ship MV Cape Edmont. On Sept. 30, D'Agostino performed an anti-terrorism/force protection spot check on recently activated RRF ship MV Cape Douglas.

On Sept. 20, Navy **Capt. Michael Graham**, Commander, SEALOGLANT, traveled to Jacksonville, Fla., to visit

MSC's Jacksonville office and to sign a memorandum of understanding with the city's port readiness committee. Graham then visited SEALOGLANT port operations offices in Southport, N.C., and Charleston, S.C., before he returned to Norfolk.

SEALOGLANT's AT/FP office completed its first annual cycle of AT/FP spot-checks, drills and assessments on ships in its area of responsibility in September. The office conducted 38 assessments and spot-checks over the course of one year. At the end of the cycle, Graham praised the performance of MSC fast combat support ship USNS Supply's master and crew with a Bravo Zulu:

"Capt. Thomas, officers and crew of USNS Supply, I note with pride the outstanding results of your recent individual ship assessment. A member of the Navy Criminal Investigative Services' Security Training Assessment and Assistance Team reported to MSCHQ that the performance

of your ship was the best seen to date and specifically commented on the professionalism displayed by your reaction force during the small boat attack force protection exercise," wrote Graham. "I know this type of evolution also involves the efforts of many behind the scenes and they deserve credit too. This assessment is a true testament to the force operating posture of your vessel and reflects the seriousness that you place on force protection. Job well done."

Congratulations to **Phyllis Stewart-Ruffin**, SEALOGLANT counsel; and **John Gregov**, SEALOGLANT marine transportation specialist in Port Canaveral, Fla., on their respective 30th and 20th anniversaries of government service.

SEALOGLANT welcomes back **Judy Lee** as its new assistant operations officer. Former Navy Cmdr. Lee left SEALOGLANT March 27 when she retired from active duty after 28 years of military service.

MSC executive director honored

By Meghan Patrick
MSC Public Affairs

Military Sealift Command Executive Director Rick Haynes was honored at the 63rd annual National Defense Transportation Association Forum and Expo held Sept. 19-23 in Nashville, Tenn. Haynes received the Department of Defense Distinguished Service Award at a banquet attended by nearly 700 defense transportation leaders from U.S. government and industry. Each year the award recognizes a senior DOD executive who has made outstanding contributions to NDTA programs and national security.

The award citation stated, "Haynes is a key player in the massive sealift efforts in support of the Global War on Terrorism and operations Iraqi Freedom and Enduring Freedom. As part of his Navy fleet operations responsibilities, Haynes fulfills a Navy strategic priority through the transfer of auxiliary ships, which Navy service members had crewed, to MSC's civil-service-mariner-operated fleet, allowing Navy sailors to be assigned to more warfighting duties. Haynes has also been the catalyst for initiatives that have improved the readi-

ness of the MSC sealift fleet and significantly reduced DOD ocean transportation costs."

Rear Adm. Robert D. Reilly, Jr., commander of MSC, presented the award and praised Haynes for his outstanding service to the nation, noting Haynes' more than 24 years of leadership at MSC. Reilly said, "On any given day, nine million gallons and seven tons of supplies are shipped to our fighting forces. An understanding of the laws required to move supplies is critical. We need people like Rick to make that happen. I'm grateful to be the eleventh MSC commander to have profited from Rick's guidance."

In his acceptance speech, Haynes thanked his wife Ruthie, Rear Adm. Reilly and U.S. Air Force General Duncan McNabb, commander of U.S. Transportation Command, and offered a quote from President Barack Obama. "There should be no DOD policies that aren't worthy of sacrifices of our warfighter's." Haynes continued to say, "Our purpose is to get soldiers, sailors, airmen, Marines and Coast Guardsmen supplies and equipment they need, when they need it - we should carry that burden, they shouldn't have to worry about it."



Military Sealift Command's Executive Director Rick Haynes (left) receives the National Defense Transportation Association's 2009 Department of Defense Distinguished Service Award from NDTA Chairman of the Board Raymond Everling at NDTA's annual awards dinner.

New T-AKE named for Civil Rights activist

Department of Defense Public Affairs

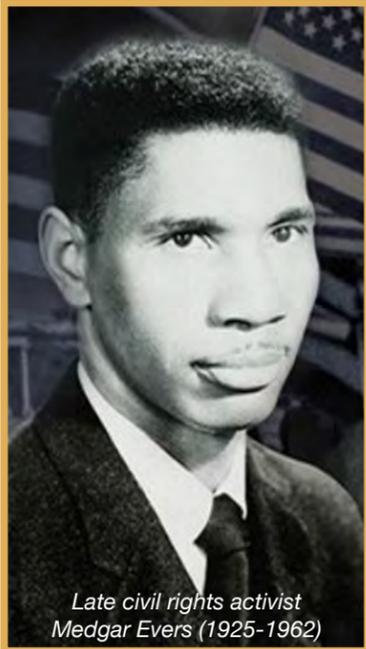
U.S. Secretary of the Navy Ray Mabus announced Oct. 10 that the newest Lewis and Clark-class dry cargo/ammunition ship, or T-AKE, will be named USNS Medgar Evers. Mabus made the announcement during a Jackson State University speaking engagement in Mississippi.

Continuing the Lewis and Clark-class tradition of honoring legendary pioneers and explorers, the Navy's newest underway replenishment ship recognizes late civil rights activist Medgar Evers (1925-1963), who forever changed race relations in America. At a time when the nation was wrestling to end segregation and racial injustice, Evers led efforts to secure the right to vote for all African-

Americans and to integrate public facilities, schools and restaurants. On June 12, 1963, the Mississippi native was assassinated in the driveway of his home. Evers' death prompted President John F. Kennedy to ask the Congress for a comprehensive civil rights bill.

Designated T-AKE 13, Medgar Evers will be the 13th ship in its class and is being constructed by General Dynamics NASSCO in San Diego. As a combat logistics force ship, Medgar Evers will help the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea.

As part of Military Sealift Command's Naval Fleet Auxiliary Force, Medgar Evers will be designated as a United States Naval Ship and will be crewed by 124 civil service mariners and 11 Navy sailors. Designed to operate independently for extended periods at sea, the ship will be able to carry a helicopter for supply delivery.



Late civil rights activist
Medgar Evers (1925-1962)



USNS MEDGAR EVERS (T-AKE 13)

U.S. Navy Illustration by Mass Communication Specialist 2nd Class Jay Chu