

July 2010

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

HIGH priority on CIVMAR training

A pallet of cargo gets a lift and transfer during crew training and at-sea ship qualifications for Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra and MSC fleet replenishment oiler USNS John Lenthall off the coast of Norfolk, Va., May 17. Schirra's civil service crew helped Lenthall's crew complete ship qualification trials.

U.S. Navy photo by Adrian Schulte

Since I took command nine months ago, I've been trying hard to get my message out to you using our current communications channels.

Sealift, our newspaper, reaches an internal MSC audience of about 9,000 people afloat and ashore, as well as all the three-star and four-star admirals in the Navy and the senior leadership of both U.S. Fleet Forces Command and U.S. Transportation Command.

The MSC website reaches out to the general public, but also includes special pages that are for our Reserves and our CIVMARs. The MSC website had more than 26 million hits in 2009.

I send official messages to the MSC fleet.

My public affairs shop produces press releases, annual reports, posters, brochures and the MSC Handbook to get information out to you and our customers. The press releases have resulted in media stories in such places as abcnews.com and BBC. The annual reports are used to brief Congress. The MSC Handbooks, in addition to being mailed to every MSC command and ship, have been sent to every fleet battle watch and every admiral and senior civil servant in the Navy.

We've put our 'We Are MSC' video and our four 30-second "commercials" one for each of MSC's ship programs, on YouTube. The commercials are showing on the Armed Forces Network worldwide and on the Pentagon Channel. The 'We Are MSC' video is shown at every monthly headquarters' new employee indoctrination.

Those are all pretty much one-way channels and don't lend themselves to a conversation. But, I also use e-mail to all of MSC, to ships' masters and to individuals. And, I hold Admiral's Call meetings at headquarters and visit as many MSC ships and shore locations around the world as I can. These are two-way channels, so you and I can have a conversation in real time. But I wanted more than that.

What we're adding

As of July 1, we've established an MSC Facebook presence as another tool to communicate with you. You'll easily find the page on Facebook if you search for "U.S. Navy's Military Sealift Command." MSC employees, commercial mariners from our chartered ships, our spouses and kids, and people who are just interested in MSC and what we do, can all join the Facebook page. Here's how it will work.

Adrian Schulte, from our Public Affairs staff, taught social media at the Defense Information School prior to coming to MSC. He guided the design of MSC's Facebook page, especially its functionality. You'll see a lot of contact information on the page, helping point you in the right direction if you've got questions. We'll also put the latest news about MSC on our Facebook page to increase awareness.

There'll be MSC subject matter experts checking in regularly to make sure that any comments and/or questions that can't be answered by the online community are addressed quickly or referred to the right people for answers.

For instance, people interested in civil service mariner careers at MSC could see where the next recruiting fair might be, be referred to sealiftcommand.com or have questions answered directly by a recruiter.

I'll also rely on you to be good shipmates. If you want to comment or help another shipmate out, feel free to do so.

Now, this being an official Navy Facebook page, there are guidelines that are clearly listed on the Facebook Info tab. The page will be monitored for inappropriate language. Of course, no graphic, obscene, explicit or racial comments or submissions

are allowed. Also, nothing hateful or abusive. Comments or posts that do not follow these guidelines will be removed.

Be careful of operational security issues, too. You should never discuss For Official Use Only, classified, pre-decisional, proprietary or business-sensitive information on Facebook. Protect your family members by not posting personal, identifying information that could put you, your spouse or your kids at risk.

You should read the rest of the guidelines on the Info tab.

It's okay to gripe about stuff that bothers you. Just do it in an appropriate way. Remember, kids might be reading this, too. The idea is to make this site a useful tool for all of us.

We want civilized conversation among shipmates, family members and friends - an airing place for ideas, questions, suggestions and answers - not a place to unload on someone, or just rant and rave.

All in all, this is an opportunity for us to discuss matters of concern, ideas that work and new things that can add capabilities to our mission and quality to our work environment, whether it's afloat or ashore. If we do this right, we'll all win. Let's get our new, public conversation going.

Yours aye,

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

MSC hosts USTRANSCOM Component Commanders Conference

By Adrian Schulte and James Marconi, MSC Public Affairs

Military Sealift Command hosted the U.S. Transportation Command quarterly Component Commander Conference in Maryland June 7-8.

The conference brought together USTRANSCOM Commander Air Force Gen. Duncan J. McNabb and his three component commanders: Air Force Gen. Raymond E. Johns Jr., Air Mobility Command; Navy Rear Adm. Mark H. Buzby, Military Sealift Command; and Army Maj. Gen. James L. Hodge, Surface Deployment and Distribution Command. The purpose of the regularly-held conferences is to discuss strategic issues facing USTRANSCOM in the current and coming years.

"The leaders strive to work towards solutions and unity of effort that allows USTRANSCOM to better serve warfighting combatant commands in the future," said MSC Strategic Sealift and Prepositioning Director Chris Thayer.

The conference is routinely hosted by USTRANSCOM headquarters and the three components on a rotating basis. The hosting component holds the conference at a location that showcases and demonstrates the assets and resources that the component contributes to the Defense Transportation System.

"This gives the commanders an opportunity to get out of their offices and into the field, or in our case on the deckplates and on the waterfront, to see a ship and how it operates, so that when the commanders are back in their offices, they have a better appreciation of what the ship contributes to the overall mission," Thayer said.

This conference coincided with Baltimore-based MSC large, medium-speed,

roll-on/roll-off ship USNS Mendonca completing the first-ever Turbo Activation of an LMSR. Mendonca, which is kept in five-day reduced operating status, achieved full operating status in four days, just in time to host the summit.

The conference kicked off June 7 with a welcome by Buzby at the Maritime Institute of Technology and Graduate Studies, in Linthicum, Md. Participants toured the facility, a small-craft simulator and a full-bridge LMSR simulator. A steel beach

Holley, and Genevieve Gibbons, sponsor of Mendonca and sister of the ship's namesake, both of whom passed away this year; and to all U.S. merchant mariners who have perished at sea.

Conference members also attended a June 8 baseball game at Camden Yards between the Baltimore Orioles and the New York Yankees. The event featured a special tribute to the nation's defense transportation team. The leaders of USTRANSCOM and the components

were introduced on the field before the game; Comfort's Chief Engineer Steve Starr threw out the first pitch; and MSC employee Erin Gantt sang the National Anthem. The pre-game also included a USTRANSCOM video spot on the Jumbotron to illustrate the defense transportation team's missions.

Promoting the USTRANSCOM mission at the game was a chance to get the word out to the general public of what the USTRANSCOM organization and the components

do for the nation to support military operations overseas, said Thayer.

After hosting the meeting, Mendonca sailed to Norfolk to take part in a joint logistics over-the-shore exercise off the coast of Fort Story using the ship's cranes and ramps, and Army and Navy watercraft.

"The purpose of this conference for MSC was to discuss significant issues, but also highlight MSC assets and the incredible people who work for this organization," said Buzby. "Our guests were in awe of the way we execute our business, and every one of the General officers told me how impressed they were."



U.S. Navy photo by Adrian Schulte

Military Sealift Command hospital ship USNS Comfort Chief Engineer Steve Starr throws out the first pitch at a Baltimore Orioles baseball game June 8 at Camden Yards while Air Force Gen. Duncan J. McNabb, commander, U.S. Transportation Command, and USTRANSCOM component leaders look on. The event was part of the Orioles' special tribute to the nation's defense transportation team.

picnic was also held aboard Mendonca in Baltimore that evening.

The ship got underway the morning of June 8. MSC's focus for this conference was on the contribution of MSC ships in Operation Iraqi Freedom since 2003. The commanders also discussed the future of assets such as LMSRs, most of which are maintained in reduced operating status, and how the readiness of these ships can be maintained, given the anticipated budgetary constraints of the coming years.

As Mendonca pulled out of Baltimore harbor, the ship passed MSC hospital ship USNS Comfort. All aboard Mendonca observed a moment of silence as the ship passed the floating hospital to pay respect to Comfort's former master, Capt. Bob

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Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command for Navy-unique matters and to the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.



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MSC at forefront of new, green Navy

By Adrian Schulte
MSC Public Affairs

In October 2009, Secretary of the Navy Ray Mabus announced a plan to enact energy reforms with the goal of 50 percent alternative energy usage for the Navy by 2020. Months prior to that announcement, a Military Sealift Command team began working diligently on energy-saving initiatives.

Today the three-person team from the Energy Conservation Office at MSC headquarters in Washington, D.C., continues its energy-saving efforts. Now the team is evaluating every ship class in the MSC fleet and is implementing energy-saving programs accordingly. Initiatives range from purchasing multi-million dollar equipment programs to making simple behavioral changes, both of which can have a dramatic effect on MSC's energy consumption, said René Fry, MSC energy conservation manager.

An energy audit team supplements the energy conservation team. Both work together to audit ships' energy usage, implement changes in technologies and behaviors, measure the changes and revisit the ships to evaluate the modifications.

Before meeting with a ship's crew, the energy audit team studies the ship's electric load analysis document and engineering operations manual.

Understanding the equipment necessary to conduct shipboard operations, the team will ask the masters and department managers about their energy concerns. The discussions often surface information that allow for quick, energy-saving actions.

"For example, we may learn in a conversation that a ship has equipment running that has nothing to do with the current mission, but it's still on because it was used in the past," said Fry.

Once this preliminary meeting is conducted, the energy audit team will then install and take energy data throughout the ship during shipboard evolutions. The data is then analyzed to determine if any technology or behavior change will increase efficiency.

At the end of the audit process, the energy audit team sits down with the ship managers, class manager, the master and shipboard managers to discuss the findings and provide



recommendations to reduce energy usage.

"The energy audit is a continuous evolution," said Fry. "MSC's goal is to revisit each ship within a five-year period in order to evaluate the existing energy plan and determine if further technology or behavior changes will benefit the ship. If so, the energy plan will be updated for that specific class of ship."

MSC will spend about \$120 million over the next six-and-a-half years with the goal of saving \$357 million in fuel expenses. Funding will focus on technology and improved planning processes in 19 major areas to make the ships more energy efficient.

One of the command's biggest energy-savings initiatives is taking place aboard MSC's fleet of dry cargo/ammunition ships.

"Of the \$120 million, we are probably going to spend close to \$50 million across those 14 [T-AKEs] on technologies that will reduce the amount of power that the ship uses on a daily basis," said Fry. "The T-AKE is such an enormous, power-hungry ship."

While the T-AKE class consumes considerable quantities of energy, there are energy-saving initiatives currently underway. Some strategies include a new propeller design and a variable-speed motor for the ships' air conditioning and refrigeration systems.

Other energy-saving projects around the MSC fleet include replacing all the ship's light bulbs with florescent lights, resulting in a 38 percent increase in efficiency. An \$800,000 replacement of the boiler systems on board MSC hospital ship USNS Comfort and the engine control systems on board MSC large, medium-speed, roll-on/roll-off ship USNS Seay help make the ships more energy efficient.

While these technological changes comprise a significant per-

centage of energy savings across the fleet, one of the biggest emphases of the energy conservation office is behavioral change, said Fry. For example, reducing a ship's normal underway speed to the most economic speed has significantly reduced fuel consumption within MSC's Fleet. The peak year to date was 2008, said Fry, during which MSC saved approximately 1,000,000 barrels of fuel – a 14 percent reduction in usage.

In the past year, the team has also examined MSC's LMSRs, many of which are maintained in reduced-operating status at different ports around the world. The team set out to find if it is cheaper to plug a ship to an energy source on shore or to produce electricity on the ship while in ROS.

Even when the ship is not underway, it consumes energy, said Fry. A study was conducted to determine the advantages, disadvantages and challenges related to shore power and fuel consumption in port. The cost of shore power was compared to the cost of a ship generating its own power. In almost, but not all, cases, it was more economical to plug into shore power. The behavior change of connecting the ship-to-shore power while in port rather than running the ship's generators not only saves money but reduces maintenance costs and extends the life of the generators. Fry said the goal is for the entire fleet to eventually be connected to ship-to-shore power 40 percent of the time, which would save roughly 30 to 50 percent of U.S. port fuel costs.

To identify what can be improved by behavior and technological changes, MSC is spending about \$9 million on instruments used to measure the energy MSC is saving. These instruments will help justify costs and give benchmarks for MSC.

As the Navy moves to make the force environmentally friendly and energy independent, MSC's small, tenacious team of energy conservationists continue to work to keep their fleet at the forefront of a greener maritime community.

MSC awards huge MPS contract

By MSC Public Affairs

Military Sealift Command completed one of the largest acquisitions in command history May 27, awarding contracts for the operation and maintenance of 11 government-owned ships in MSC's Maritime Prepositioning Force. Ten of those ships are covered in four contracts awarded to Maersk Line, Ltd., May 27. The eleventh ship was covered by a small business set-aside contract awarded to Patriot Contract Services, LLC, June 4.

"The combined total value of the five contracts – including option years and reimbursables – is more than \$1 billion," said Keith Bauer, technical director for MSC's

Prepositioning Program. Each contract has a base period of less than one year, and up to five one-year options that, if exercised, will extend the contracts to Sept. 30, 2015.

The contracts are for the operation and maintenance of Maritime Prepositioning Ships USNS GYSGT Fred W. Stockham, USNS LCPL Roy M. Wheat, USNS 2ND LT John P. Bobo, USNS 1ST LT Jack Lummus, USNS PFC Dewayne T. Williams, USNS SGT William R. Button, USNS 1ST LT Baldomero Lopez, USNS SGT Matej Kocak, USNS MAJ Stephen W. Pless and USNS PFC Eugene A. Obregon. The contract awarded to PCS covers the operation and maintenance of MPS USNS 1ST LT Harry L. Martin.

All eleven ships are deployed to strategic locations worldwide for afloat prepositioning of U.S. Marine Corps equipment and supplies, ready for rapid delivery ashore when needed.

MSC establishes SEALOG/Outports Intern Program

By Meghan Patrick
MSC Public Affairs

There is a new opportunity at Military Sealift Command for young, hard-working mariners.

In July, MSC will begin the hiring process for a new feature of its already-established Marine Transportation Specialist Intern Program. Since 2000 the program has sponsored recent maritime academy graduates as part of a three-year headquarters-based training rotation focused on the command's logistics and business functions.

While the existing MSC headquarters program looks for new maritime academy graduates, a new MSC Sealift Logistics Command/Outports Intern Program is designed for individuals who have a few years of experience working at sea.

The new expanded MTS Intern Program is part of a broader initiative led by MSC Strategic Sealift and Prepositioning Director Chris Thayer to create a formal MTS Community Management Program.

"MSC's marine transportation specialists are the backbone of the MSC shore-side enterprise, and it is imperative that we have programs in place to recruit, train, develop, retain and promote the best and brightest in this field," said Thayer.

"We want people who have loaded a ship before," said Lora Hutchinson, MSC headquarters Maritime Prepositioning Force project operations officer, who is helping to establish the new program.

The focus is to assist MSC at its various worldwide SEALOG and outport offices, all of which the



Military Sealift Command intern Beth Bogart, a 2007 graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y., sails aboard MSC fleet replenishment oiler USNS Yukon during an exercise off San Diego. Bogart began her internship in November 2009.

interns will rotate through during their training cycle. Interns will provide on-scene, day-to-day support of MSC's vessels under the supervision of the command's community of 190 marine transportation specialists, 73 of whom are at MSC's field commands.

Interns will coordinate with Department of Defense and commercial activities to conduct efficient cargo

operations; provide administrative and active-duty training support to MSC Naval Reserve elements; and coordinate husbanding functions for USNS ships and ships under charter to MSC.

In addition, interns will support real-world logistics exercises and operations.

"These are hands-on, ops-oriented positions, and we will tailor their training program to include as much action as possible," said Hutchinson. Interns' billets will start at GS-07, with a full promotion potential to GS-11 upon completion of the program.

The program was inspired by a 2008 survey, which indicated that 62 percent of MSC's marine transportation specialists plan to retire in the next 10 years.

"We want to put recent graduates in these positions while the people who have made MSC a success for the past 60 years are still there," said Hutchinson. "This way the secrets of the trade can be passed on before our most experienced and talented people retire. We want to share years of experience with our leaders of the future, so we are in the position to backfill these ranks with

the best and most qualified."

MSC will advertise the new program on the command website and usajobs.gov. For more information, contact Lora Hutchinson at lora.hutchinson@navy.mil or Rick Caldwell at richard.caldwell1@navy.mil.

Mariners train ma

Ship's Qualification Trials get underway

By Adrian Schulte, MSC Public Affairs

Heads up!” With a loud crack, a shot line is fired across the blue water churning between Military Sealift Command fleet replenishment oiler USNS John Lenthall and MSC dry cargo/ammunition ship USNS Wally Schirra, which are traveling 150 feet apart at the exact same speed: 13 knots.

Civil service mariners aboard Schirra's deck scramble to receive the cable, called a span wire, which they attach to the ship's winches, linking the two vessels. Soon the CIVMARs will use the cable to receive Lenthall's giant fuel hoses and pallets of food and supplies in underway replenishment: an operation many MSC ships specialize in to support the fleet, and in this case, each other.

Seasoned boatswain's mates shout guidance to the deck crew as the cargo mate looks on to ensure that the chaotic dance goes on without any missteps. Underway replenishments are a regular part of civil service mariner life aboard these ships, but this time it's just for show. While the mariners aboard Schirra are going through the motions of receiving a routine underway replenishment, the crew aboard Lenthall is under the scrutiny of training teams who will ensure the ship and crew are ready to head out to sea on a real-life mission.

This mock underway replenishment was one of several trials Schirra and Lenthall conducted May 17-19, about 60 miles off the coast of Norfolk. The crew of Schirra was helping Lenthall's crew complete its Ship's Qualification Trials, commonly referred to as sea SQTs.

Sea SQTs are training programs administered by MSC's Military Sealift Fleet Support Command. “Through this program, MSC Naval Fleet Auxiliary Force ships practice underway replenishments – a process that involves the transfer of fuel, cargo, munitions and personnel between ships at sea,” said Navy Lt. Stephen

Hedrick, director of the MSFSC afloat training team. The SQTs program ensures demonstrated readiness and personnel proficiency to fleet commanders when ships are fully ready for tasking.

“Sea qualification trials consist of two parts – an in-port and an at-sea segment. In port, shipboard personnel participate in classroom and hands-on training on the operation of rigs, equipment audits, administrative reviews and the care of equipment,” said Hedrick.

“At sea, mariners train in the actual operation of all underway replenishment rigs and equipment while the ship is underway,” said Hedrick. During this period, day and night replenishment operations are conducted by the civil service mariner crews.

“In general, SQTs are scheduled on a regular basis,” said Hedrick. “At a minimum, they happen every 24 months and when a ship completes a maintenance period longer than 60 days. [In addition], if a ship has a change of more than 50 percent of the crew, the ship will go through SQTs. There are other factors that affect both the frequency and the type of SQTs training ships receive. For instance, a ship's master or a fleet commander can request that a ship go through SQTs. While the numbers vary year to year, on average there are 12 SQTs conducted annually.”

MSC helps MSC

Sea SQTs are a chance for civil service mariners to help former training classmates, shipmates and counterparts. While their day-to-day duties at sea regularly bring them alongside ships crewed with Navy sailors, civil service mariners have the chance to prepare each other for real-world missions during sea SQTs.

“It's nice to work with another MSC ship,” said Brandon Varner, 2nd mate navigator aboard Schirra. “You have buddies over there. You're helping them out, so it's more enjoyable.”

The nature of underway replenishment work and training rarely gets routine for

Mariners perform MSC mission



2nd Mate Navigator Brandon Varner plots the course



1st Officer Cargo Mate Matthew Schwab ensures safety



Engine Utilityman Phillip Gibbs welds a custom tool for unreps

Mariners

the civil service mariners aboard the ships. Safety is a top priority, and the underway replenishment process keeps the mariners at the top of their game as they are continually tackling new challenges.

“It’s constantly evolving and it’s volatile,” said Matthew Schwab, 1st officer cargo mate aboard Schirra. “I also work with a small group of people who, for the most part, have a bit more passion than the average employee. They care about the rig and the maintenance of the ship, and it’s very enjoyable.”

Schwab watched his fellow shipmates conduct mock underway replenishments five times alongside Lenthall with everything going as planned. He relies on the experience of his fellow mariners to ensure everything goes smoothly.

“It’s a bit exhilarating,” he said. “When you have things go perfectly the way you planned them, and even if you meet some adversity and overcome that, it’s enjoyable and rewarding.”

The controlled training environment doesn’t make it any less challenging for the mariners or the members of the afloat training teams.

“This job is both challenging and rewarding,” said Hedrick. “When faced with challenges, I seek the guidance of those who have been with this organization for many years. Our civil service mariners are professional, highly trained and skilled, which helps me do my job so much easier. When aboard ships, the CIV-MARs understand why we are there and the importance of our work.”

Bagpipes blared from the 1MC loudspeakers topside on Lenthall as the ship pulled away from its last mock underway replenishment on a foggy morning May 19. The break-away melody signaled the end of training for the two ships. Lenthall’s crew was ready for its mission in the U.S. 5th Fleet’s area of responsibility. Schirra is now in U.S. 4th Fleet’s area of responsibility. The two ships provide fuel and stores to Navy ships at sea. However, the two MSC ships wouldn’t be there without their civil service mariner counterparts across the lines.



Background: Civil service mariners aboard Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra attach a test pallet to be sent over to MSC fleet replenishment oiler USNS John Lenthall May 18 about 60 miles off the coast of Norfolk, Va. Lenthall completed its ship qualification trials with the at-sea training support and collaboration of the Schirra crew.

Opposite page:

Left snapshot: Matthew Schwab, 1st officer cargo mate aboard Schirra, gives a safety brief to the deck crew prior to a mock underway replenishment with Lenthall May 17. Safety was of the utmost concern as Schirra’s crew helped Lenthall’s mariners complete their ship qualification trials.

Top snapshot: Brandon Varner, 2nd mate navigator aboard Schirra, plots a course for the ship as it leaves the port of Norfolk May 17. Schirra headed out to sea to participate in ship qualification trials with Lenthall.

Right snapshot: Engine Utilityman Phillip Gibbs uses his welding skills to build custom tools that the crew of Schirra uses for its underway replenishment missions.

FAR • EAST • HAILS

Navy **Capt. Herman Awai** relieved Navy **Capt. Geoffrey Pack** as commander of Maritime Prepositioning Ship Squadron Three during a May 14 ceremony held on board Military Sealift Command Maritime Prepositioning Ship USNS MAJ Stephen W. Pless at Garapan anchorage in Saipan.

The Hawaii-native's prior sea assignments include guided-missile destroyer USS Benjamin Stoddard, fast combat support ship USS Seattle, mine countermeasures ship USS Gladiator, mine countermeasures ship USS Dexterous and destroyer USS Fletcher. In addition, Awai commanded guided-missile frigate USS McClusky. Pack retires from active duty having completed a distinguished 30-year naval career.

Capt. Patrick Thompson, prospective civil service master of MSC oceanographic survey ship USNS John McDonnell, and **Capt. Mike Farrell**, prospective civil service master of MSC oceanographic survey ship USNS Bowditch, each visited Sealift Logistics Command Far East, May 13 and May 24, respectively. Thompson and Farrell met with Navy **Capt. Charles Denman**, commander, SEALOGFE, and command staff members during an orientation visit to the command at Singapore's Sembawang Wharves.

Military Sealift Command Office Korea commanding officer **Cmdr. Chris Cruz** attended a May 4 luncheon hosted by the Vice Mayor of Busan Seong Taek, Secretary General of the Busan City Council Yong Ho Lee, and members of the Daedong Scholarship Association, of which MSCO Korea is a long-standing member. The purpose of the luncheon was to bring military and civilian leaders in Busan together in an open forum of discussion and to introduce key members to the newly-elected vice mayor.

Army Lt. Col. Samuel Blanton, commander of the U.S. Army's 837th Transportation Battalion, which is co-located with MSCO Korea on Pier Eight, presented MSCO Korea's executive officer Navy **Lt. Cmdr. Jon Marlar** with the U.S. Army Achievement Medal, May 7, for his support of the 837th and Pier Eight facility. Marlar was recognized for his work on quality of life initiatives on Pier Eight, including improvements to the

base gym and other construction projects, and his assistance to joint exercises.

MSCO Diego Garcia held a ceremony in honor of National Maritime Day, May 21, at the Diego Garcia-based United Seamen's Service Center. MSCO Diego Garcia's commanding officer Navy **Lt. Cmdr. Robert Rosales** served as the master of ceremonies. Guest speakers included Naval Support Facility commanding officer Navy Capt. Mike Flanagan, British Forces representative to Diego Garcia navy Cmdr. Chris Moorey, and MPS USNS SGT Matej Kocak **Chief Mate Brian Thomas**.

MSCO Okinawa also sponsored a Maritime Day ceremony at the local United Seamen's Service Center where guest speaker Marine Col. Craig Timberlake, chief of staff, Third Marine Expeditionary Force, spoke about the contribution of merchant mariners in past conflicts. During the ceremony, MSCO Okinawa commanding officer Navy **Cmdr. Bill Ellis** honored **Capt. George Baker** and **Capt. Adam Parsons**, civil service co-masters of high-speed vessel HSV Westpac Express, and the ship's crew.

MPS USNS SGT William R. Button and MPS USNS GYSGT Fred W. Stockham participated in Native Fury 2010 in May. Stockham's offload was cut short when rough seas damaged the Improved Navy Lighterage System, which was subsequently returned to the ship and repaired, and the ship returned to Diego Garcia. Button completed a pierside backloading in Bahrain and returned to Diego Garcia in early June.

British army Maj. Gen. Roddy Porter, chief of staff, United Kingdom Permanent Joint headquarters, visited MPS USNS 1ST LT Baldomero Lopez at Diego Garcia's lagoon, May 19. The general, who was in Diego Garcia for an orientation, stayed on board for lunch and was given a tour of Lopez by the ship's civil service master **Capt. Jay Burgess**.

Congratulations to MPS Squadron Three's Chief Staff Officer Navy **Lt. Cmdr. Rich Preston** on his selection for promotion to commander.

SEALOGFE welcomes supply officer Navy **Ensign Justin Bennett** and special mission ship officer Navy **Lt. John Genzler**.

SEALOGPAC, attended the Coast Guard exercise Bay Shield May 18 in San Diego. As an observer, Hamel familiarized himself with the area Coast Guard's Incident Command System Structure and interacted with CNRSW, the San Diego Port Authority, and other local organizations regarding to incident response.

Rear Adm. Mark H. Buzby, commander, Military Sealift Command, visited Southern California May 19-21. While in the area, Buzby served as Maritime Day guest speaker for the Los Angeles and San Diego Propeller clubs, toured the Foss diesel-electric hybrid tugboat in Long Beach and spent a day on MSC fleet replenishment oiler USNS Guadalupe, observing underway replenishment operations with MSC dry cargo/ammunition ship USNS Matthew Perry.

Military Sealift Command fleet ocean tug USNS Navajo provided tow support of the decommissioned Natick-class tugboat Nashua, April 28 to May 1. Navajo towed ex-Nashua from inside Pearl Harbor, Hawaii, to outside the harbor's entrance to provide a training hulk for Mobile Dive and Salvage Unit One.

Sealift Logistics Command Pacific hosted a two-day oil spill workshop May 11-12 in San Diego. The workshop's goal was to establish a baseline of knowledge, organizational roles, responsibilities and relationships of the fleets and area commands in the event of an incident. Participants included: MSC headquarters, SEALOGPAC, Ship Support Unit San Diego, U.S. Coast Guard, U.S. 3rd Fleet staff and Commander Navy Region Southwest staff.

Navy **Capt. Jerome Hamel**, com-

COMPASS • HEADING

Navy **Rear Adm. Mark H. Buzby**, commander, Military Sealift Command, sent his congratulations to the crew of MSC fast combat support ship USNS Rainier as it completed its ship material assessment and readiness testing in late May. In his message, Buzby stated, "Rainier's superb performance is the result of day-to-day excellence and a steady strain by all hands – exactly the proper approach. I am extremely proud of Rainier. Well done."

Congratulations to civil service master **Capt. James Dolan** and the crew of MSC fleet replenishment oiler USNS Kanawha, which also completed its SMART inspection in May.

Military Sealift Fleet Support Command Ship Support Unit Naples Director **Mike Ragonese** and his staff hosted Navy **Rear Adm. Robert O. Wray Jr.**, deputy commander, Military Sealift Command, for a visit during Wray's attendance at the Combined Force Maritime Component Commanders' Conference held in Naples May 23-29.

Ashore staff, civil service mariners and military members took part in MSFSC's second annual health exposition at Naval Station Norfolk's Breezy Point Officers' Club May 20. Free blood pressure and blood sugar screenings, skin-care tips and nutrition information were available to participants.

MSFSC hosted a visit by MSC Naval Fleet Auxiliary Force and Special Mission Director **Eileen Roberson** in late May. Roberson toured several civil service mariner-crewed ships before making a special presentation to CIV-

MARs at the mariner pool in Norfolk. Recognizing National Maritime Day, Roberson gave a framed print of 'Battlin' Pete,' the Walt Disney character who honors the merchant marine, for displaying within the assignment pool facility as thanks to the CIVMARs for their service. An additional 'Pete' was sent to the San Diego assignment pool.

Adelaida "Addie" Eclarinal received a 20-year service pin and certificate by MSFSC Director **Jack Taylor**. MSFSC Comptroller **Loren Heckelman** and other members of the comptroller directorate attended the ceremony.

MSFSC welcomes **Chief Engineer James Shine**. Shine relieves **Chief Engineer Joseph Watts** as MSFSC's port chief engineer west. MSFSC also extends its greetings to **Francis Pelosi**, the newly designated person for MSFSC's safety management system. Pelosi assumes the position upon the retirement of **Gerald Abrams**.

Fair winds and following seas to civil service mariners **Chief Engineer John Stalkus**, **First Officer Gene Lovitt**, **Medical Services Officer Danilo Banag**, **Utilityman Hermenegilo Gimutao**, **Able Seaman William McMaster**, **Purchasing Agent Arlene Constantine**, **Supervisory Marine Safety Specialist Gerald Abrams**, and **Navy Senior Chief Hospital Corpsman Luis DeGuzman** as they retire. Thank you for your service.

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

CENTRAL • CURRENTS

Navy **Capt. Donald Hodge**, commander, Sealift Logistics Command Central and Combined Task Force 53, and five staff members embarked aboard Military Sealift Command fast combat support ship USNS Supply for underway exercises to evaluate SEALOGCENT/CTF-53's command and control capabilities afloat. Navy **Cmdr. Dave Johnson**, SEALOGCENT/CTF-53's operations officer, said that conducting this exercise aboard Supply validated the command's ability to embark a combat logistics force ship and conduct operations at sea. While embarked, the staff witnessed three replenishment at-sea evolutions with aircraft carrier USS Dwight D. Eisenhower, guided-missile destroyer USS Farragut and coalition Pakistan navy frigate Shahjahan.

SEALOGCENT/CTF-53 welcomed MSC ammunition ship USNS Flint into the Persian Gulf in May. The command also welcomed Royal Fleet Auxiliary tanker ship Bayleaf back to tactical logistics operations, after a successful maintenance period in Dubai, United Arab Emirates. Bayleaf currently operates in the Gulf of Aden and Horn of Africa and is a vital contributor to the on-station readiness of U.S. and coalition ships. In May, SEALOGCENT/CTF-53 provided more than 1.3 million gallons of fuel in support of U.S. Central Command's five lines of operations: Partnership Strength Presence, Maritime Security Operations, the Struggle Against Violent Extremists,

and operations Enduring Freedom and Iraqi Freedom.

The command appreciated two weeks of invaluable contributions from Navy **Capt. James Leach**, SEALOGCENT Expeditionary Port Unit 101 commanding officer, and Navy **Capt. Joseph Davila**, MSC Expeditionary Port Unit 101 commanding officer. Leach and Davila visited Bahrain to integrate MSC Reserve support into SEALOGCENT/CTF-53 missions. Leach said he was impressed at how well all logistical aspects within NAVCENT are synchronized daily to sustain readiness across the full range of maritime operations in the U.S. CENTCOM area of responsibility.

SEALOGCENT/CTF-53 warmly welcomes the newest members of the wardroom: Navy **Cmdr. Richard Stout**, officer in charge of Minhad Air Base Forward Logistics Site; and Navy **Lt. j.g. Stephanie Amos**, Joint Plans, Strategic Studies and Wargaming Requirements Department Expediting Division officer.

The command bids farewell to Navy **Lt. Cmdr. Brett Brunkenhoefer**, fleet logistics support wing liaison officer, and **Chief Petty Officer Tracey Turner**, administration department. Brunkenhoefer was awarded the Navy and Marine Corps Commendation Medal and Turner was awarded the Navy and Marine Corps Achievement Medal for outstanding performance while serving at SEALOGCENT/CTF-53.

PACIFIC • BRIEFS

HQ • HIGHLIGHTS

The Chamber of Shipping of America, an organization representing 35 U.S.-based maritime commercial companies gave awards for excellence in safety to the contract mariner crews of 10 MSC ships at a ceremony in New Orleans June 3.

Awards went to: tankers USNS Paul Buck and USNS Richard G. Matthesen; Maritime Prepositioning Ships USNS Lawrence H. Gianella, USNS John P. Bobo, USNS SGT William R. Button, USNS GYSGT Fred W. Stockham, USNS 1ST LT Harry L. Martin and USNS Seay; and ocean surveillance ships USNS Observation Island, USNS Impeccable, USNS Effective and USNS Victorious. Large, medium speed, roll-on/roll-off ships USNS Brittin and USNS Benavidez earned the Jones F. Devlin Award for operating at least two years without their crews missing work due to injury.

Matthesen, with its second award, and Maritime Prepositioning Ships USNS 1ST LT Jack Lummus and USNS PFC Dewayne T. Williams received the Ship Safety Achievement Award, given for outstanding feats of safety performed by a ship's crew. The crews of Lummus and Williams received the award for their actions during Haiti relief efforts.

Twenty-six members of the MSC headquarters staff participated in the Washington, D.C.'s Special Olympics Summer Games at Catholic University May 26. The volunteers helped more than 600 local athletes compete in the annual program.

"The time they dedicated to the special-needs members of our community afforded the opportunity

for fun, challenge, recognition and sense of accomplishment," said MSC Commander Navy **Rear Adm. Mark H. Buzby**. "Moreover, the smiles that each of our volunteers exhibited was reflected in every athlete's face, and I'm sure that we're all the better for having been in the company of these courageous members of our community."

Lt. Col. Sukhong Kim, the newly assigned Republic of Korea Army liaison to U.S. Transportation Command, and Lt. Col. Woo Sam Joo of the ROK Defense Attaché Office, ROK Embassy, Washington, D.C., visited MSC headquarters to discuss the upcoming 2010 Korea Flag Shipping Conference. This year's annual conference will be held on Cheju-Do Island, Republic of Korea, July 12-15.

MSC bids farewell to **Ed Meade**, command, control, communication and computer systems; **Kenneth Hines**, and **Gigi Delcher**, maritime forces, manpower and management; Navy **Lt. Cmdr. Juan Gutierrez** and Navy **Lt. Stephen Bosco**, operations; Navy **Capt. Jesus Cantu**, Naval Fleet Auxiliary Force Program; Army **Lt. Col. Zorn Sliman**, Sealift Program; Navy **Lt. Dan Sullivan**, flag lieutenant; and **Jason Halfhill**, engineering.

MSC welcomes **John Fiddelke**, contracts and business management; **Arlyn Penaranda**, command administration; **Steven Pigman**, Naval Fleet Auxiliary Force Program; Navy **Lt. Cmdr. Keland Regan**, flag secretary; Navy **Lt. Grant Greenwell**, flag lieutenant; Navy **Chief Anthony Sganga**, operations; and Navy **Petty Officer 3rd Class Erika Cash**, front office.

ATLANTIC • LINES

Baltimore-based Military Sealift Command hospital ship USNS Comfort was welcomed as an honorary member in the Maryland Hospital Association at the organization's annual meeting in Baltimore June 4. The honor recognizes Comfort's role in international relief efforts following the Jan. 12 earthquake in Haiti. Comfort spent seven weeks anchored off the coast of Port-au-Prince, where ship's medical personnel treated nearly 900 earthquake victims.

Eileen Roberson, MSC Naval Fleet Auxiliary Force and Special Mission Program director, visited Sealift Logistics Command Atlantic May 26 for a brief on SEALOGLANT's role in scheduling the vessels under her purview.

In a cost-saving initiative, **Richard Caldwell**, SEALOGLANT supervisory marine transportation specialist, researched and located a temporary layberth free-of-charge for MSC large, medium-speed, roll-on/roll-off ship USNS Seay at Naval Station Newport, R.I.

SEALOGLANT personnel arranged a transport an A3E Skywarrior airplane on Seay. Known by the Navy aviation community as the "whale" due to its great weight, the plane is scheduled for transport from Norfolk, Va., to Charleston, S.C., where it will become part of a museum's Naval aviation display. Seay will remain in Charleston to support its new Marine Corps prepositioning mission.

Navy **Capt. Michael Graham**, commander, SEALOGLANT, hosted an office call on May 13 by United Kingdom Royal Fleet Auxiliary Force Capt. Dale Worthington, commanding officer RFA Fort George, one of several ships participating in the RFA's Auriga exercise series taking place on the Eastern Seaboard with other coalition partners.

Judy Lee, SEALOGLANT assistant operations chief, reports the com-

EUROPE • AFRICA • NEWS

Navy Capt. Jim Tranoris, commander, Sealift Logistics Command Europe, speaks to the midshipmen class of 2010 at the Boston NROTC Consortium commissioning ceremony May 14.



U.S. Navy photo

Navy **Capt. Jim Tranoris**, commander, Sealift Logistics Command Europe, was featured as the keynote speaker at a commissioning ceremony for 18 members of the midshipmen class of 2010 at the Boston NROTC Consortium May 14. The annual event, which took place at the USS Constitution, holds special meaning for Tranoris, who was one of the first graduates of the then newly-formed NROTC program in 1984. In his remarks, Tranoris reflected on what has changed during his 26 years in the Navy and what has stayed the same – the people.

"We throw the term 'shipmate' around, but it means more than just a man or woman you served with on a ship. They're more than just co-workers; they become a family," Tranoris said. The Military Sealift Command family was included in the commissioning: Navy Ensign Robert O. Wray III., son of **Rear Adm. Robert O. Wray Jr.**, deputy commander, Military Sealift Command, was among the graduates.

After returning from Boston, Tranoris traveled to Bremerhaven, Germany, to participate in a National Maritime Day commemoration. Embarking a wasser-schutzpolizei, a German water police boat, the ceremony participants traveled to the mouth of the Weser River where Tranoris and Army Capt. Sol Velez, Surface Deployment and Distribution Command, laid a wreath on the water in memory of deceased merchant mariners. Special tribute was paid to **Chief Mate Michael Acton**, who died March 14 while serving as a U.S. merchant mariner on MV Patriot while it was docked at Umm Qasr, Iraq.

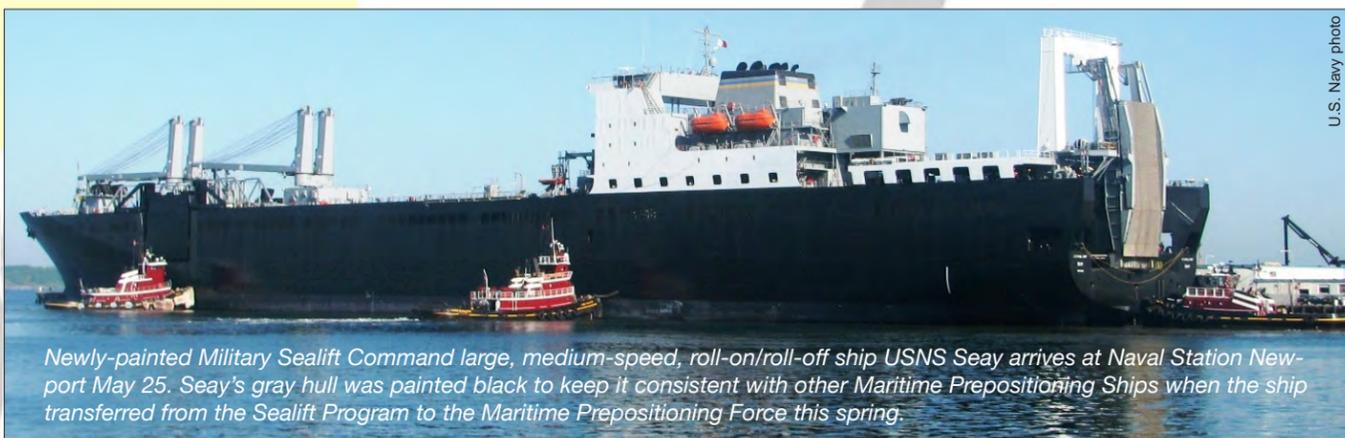
Phoenix Express, a two-week multinational maritime exercise, began May 19 in Souda Bay, Greece. With regional partners from Africa, Europe and the United States, the exercise focused on medical training, maritime interdiction operations, helicopter operations and safety, and other skills. MSC Maritime Prepositioning Force Ship USNS LCPL Roy M. Wheat and MSC fleet replenishment oiler USNS Laramie were among the U.S. participants. Further information is available on the Phoenix Express 2010 Facebook page.

In other operations around the European and African theaters, SEALOGEUR welcomes MSC dry cargo/ammunition ship USNS Sacagawea and MSC fleet replenishment oiler USNS Big Horn, both assigned to the USS Harry S. Truman carrier strike group.

SEALOGEUR bids farewell to **Francis Pelosi**, deputy operations officer, who reported to Military Sealift Fleet Support Command in May.

SEALOGEUR welcomes Navy **Cmdr. Alex Soukhanov** for a three-week duty serving as a military harbor pilot in Rota, Spain. Soukhanov, a professional harbor pilot, is the first of several merchant marine individual ready reserve group members who will cover the gap until it is permanently filled.

mand's heavy involvement in the Navy's two-week hurricane exercise, Citadel Gale 2010, which concluded May 13. From the first concept of the exercise in October 2009, **Bruce Moon** and **Randle Dixon**, SEALOGLANT's security manager and command and control center supervisor respectively, were appointed as trusted agents and were integral to exercise development. Based on lessons learned from the past hurricane exercise, the command now sends self-generated weather messages a week earlier to allow for the lead times necessary to activate ships in reduced operating status.



Newly-painted Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS Seay arrives at Naval Station Newport May 25. Seay's gray hull was painted black to keep it consistent with other Maritime Prepositioning Ships when the ship transferred from the Sealift Program to the Maritime Prepositioning Force this spring.

U.S. Navy photo

Tom D'Agostino, SEALOGLANT senior marine transportation specialist in Charleston, S.C., assisted MSC tanker USNS Paul Buck with two port calls. Seay discharged 150,000 barrels of fuel in the first port call May 9 and discharged

140,000 barrels May 26.

Richard Bolduc, senior marine transportation specialist at MSC's office in Jacksonville, Fla., assisted with the loadout of 203,326 square feet of cargo aboard MPS USNS 1ST LT Jack Lummus that concluded May 5. Bolduc also assisted with the loading of high-speed vessel HSV 2 Swift commencing on May 4 with 143 pieces of equipment and 631 barrels of fuel. Bolduc coordinated the discharge of more than 185,300 barrels of fuel from tanker ship MV Liberty May 3 and nearly 83,000 barrels from Buck May 13.

SEALOGLANT welcomes **Petty Officer 1st Class Derrick Clark**, who joined the staff in May and will serve as a member of the current operations cell while he works on staff duty officer qualifications.

American Tern transports containers during Turbo CADS 2010

By Kim Dixon
SEALOGEUR Public Affairs

Sealift Logistics Command Europe and Military Sealift Command-chartered dry cargo ship MV American Tern participated in U.S. Transportation Command Exercise Turbo CADS 2010 May 7 to June 10. Turbo CADS, which stands for containerized ammunition distribution system, is an exercise designed to test the military's ability to move ammunition in 20-foot-long containers from theater to theater. The exercise took place in Norway, the United Kingdom, the Netherlands and Italy.

"We exercised moving large numbers of containers in commercial markets to see what they have to offer in way of commercial transport and how quickly they can accomplish the mission," said Matthew Mueller, maritime transportation specialist at SEALOGEUR.

The exercise, which is also supported by the U.S. Army's Military Surface Deployment and Distribution Command, or SDDC, is divided into five phases.

The first phase, called the receipt/discharge phase, featured American Tern, with its contract crew playing the primary role.

"During this phase, MSC's role is to provide a long-haul vessel, like American Tern, and sealift support for the leased containers and lighterage, a type of barge used to move cargo from ship to shore when the ship cannot go pierside," said Mueller.

Nearly 600 containers were loaded

aboard American Tern at Military Ocean Terminal in Sunny Point, N.C., before the ship departed May 7 for its first of four European port stops in Hamnesodden, Norway.

During American Tern's following port stops at Newport, U.K.; Eemshaven, Netherlands; and Talamone, Italy, the ship's crew offloaded hundreds of containers with the assistance of SDDC.

Constant interaction between American Tern, SEALOGEUR, and SDDC was vital to ensuring the safe success of the operation.

"The relationship with SDDC was thriving when the mission was in full swing," said Mueller. "Because SDDC is not a sea-going organization, it often has questions that are unique in the maritime environment. It was great to have a SEALOGEUR representative in port to answer those questions."

SDDC and American Tern's master, Capt. Chris Bartlett, also acknowledged the teamwork behind the operation.

"All the people I've dealt with have been outstanding," said Bartlett. "Whenever I've asked for something, I've gotten the information right away."

"We have a lot of support from SEALOGEUR," added Hans Roggeveen, 837th Terminal Transportation Brigade, port operations. "If we had any issues, we went directly to them to resolve."

The relationship between MSC and SDDC was not the only one positively impacted by Turbo CADS. SEALOGEUR also exercised its ability to call on reserve support to



Containers are offloaded by crane from Military Sealift Command-chartered dry cargo ship MV American Tern in Eemshaven, the Netherlands, during exercise Turbo CADS 2010 in May. Once containers are lifted from the ship, they are transferred to specialized container-lift equipment, which then hoists the containers onto rail cars for distribution.

U.S. Navy photo by Kim Dixon

accomplish its mission.

"Continual readiness is vital for the reservists," Mueller added. "Having them rotate in, even just for two weeks, and participate in a real-world exercise allows them to not only learn SEALO-

GEUR operations, but they can now go back and teach the other members of the unit." The Reservists also freed up MSC personnel in theater so they could go to the next port stop and prepare for the events there.

U.S. merchant mariners honored at HQ Maritime Day

By Laura M. Seal
MSC Public Affairs

Commander, U.S. Fleet Forces Command, Adm. J. C. Harvey Jr., praised generations of U.S. merchant mariners for their contributions to the nation's defense at a ceremony attended by more than 200 people, including government and industry leaders during Military Sealift Command's National Maritime Day observance at the Washington Navy Yard in Washington, D.C., May 18.

National Maritime Day was established by Congress in 1933 to honor the contributions and sacrifices of U.S. merchant mariners in defense of the nation. These dedicated men and women are frequently considered the unsung heroes of the nation's defense.

Harvey, guest speaker for the event, paid tribute to the more than 6,500 U.S. merchant mariners who currently serve aboard MSC's ships, and highlighted the mariners' critical support to U.S. and allied warfighters around the world.

"Today, our merchant mariners have a large footprint," said Harvey. "Their service and sacrifice, their pride and professionalism are the firm foundation of our global military operations."

Harvey also noted the mariners' role providing humanitarian aid and disaster relief, most recently in Haiti where mariners expertly delivered urgently needed logistics support and medical care in the immediate aftermath of the January earthquake. Twenty-one ships owned by, chartered by or under the tactical control of MSC were on site or on standby to assist the people of Haiti.

Rear Adm. Mark H. Buzby, commander, Military Sealift Command, hosted the event at the Navy Museum's Cold War Gallery and expressed his gratitude for the thousands of civilians who crew MSC's ships. MSC, the single



U.S. Navy photo by Barry Lake

Navy Operations Specialist 2nd Class Raymond Herbert, Military Sealift Command headquarters; Boatswain Gerald G. Butch, MSC hospital ship USNS Comfort; and Apprentice Matthew T. Clements, Seafarers Lundeberg Seamanship School, Piney Point, Md.; serve as wreath tenders honoring U.S. merchant mariners at MSC's National Maritime Day ceremony May 18 at the Washington Navy Yard, Washington, D.C.

largest employer of U.S. merchant mariners in the world, has a workforce of more than 5,000 civil service mariners and more than 1,500 commercial mariners who work for private ship operating companies under contract to MSC.

"We at MSC are proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. merchant marine," said Buzby.

Buzby also recognized by name four civil service mariners from hospital ship USNS Comfort: Chief Mate David Lieberman, Third Mate Joseph Kranz, Second Assistant Engineer Peter Barry and Boatswain Gerald

Butch. These four men, and the rest of Comfort's crew, took the ship to Port-au-Prince, Haiti, and sustained it there for seven weeks while medical personnel in the shipboard hospital treated nearly 900 earthquake victims.

Earlier in the day, Lieberman, Kranz, Barry and Butch were among 11 merchant mariners who received Merchant Marine Medals for Outstanding Achievement in recognition of their contributions to Haiti relief at a U.S. Maritime Administration ceremony in Washington, D.C.

"It's an honor to be among my fellow mariners and to be part of the long-lasting tradition of Maritime Day," said Kranz. "Being recognized with my fellow MSC shipmates for our work in Haiti is an honor."

"The Haiti mission put Comfort in the national eye and thus recognized the work that mariners have been doing for ages," added Barry.

At the heart of MSC's ceremony was the placement of three wreaths to commemorate mariners who died in service to their country in peacetime and war. The solemn occasion drew to a close with a 21-gun salute by a seven-

person firing party positioned on the Anacostia River waterfront just outside the gallery. The wreaths were later placed in front of the merchant marine bronze relief sculpture on the East Wall of the Navy Memorial in downtown Washington, D.C.

Merchant mariners have been a vital component of American sea power since the Revolutionary War when more than 11,000 mariners died in the line of duty. Today, mariners continue to play a critical role in our nation's defense, enabling the U.S. military to operate around the world.