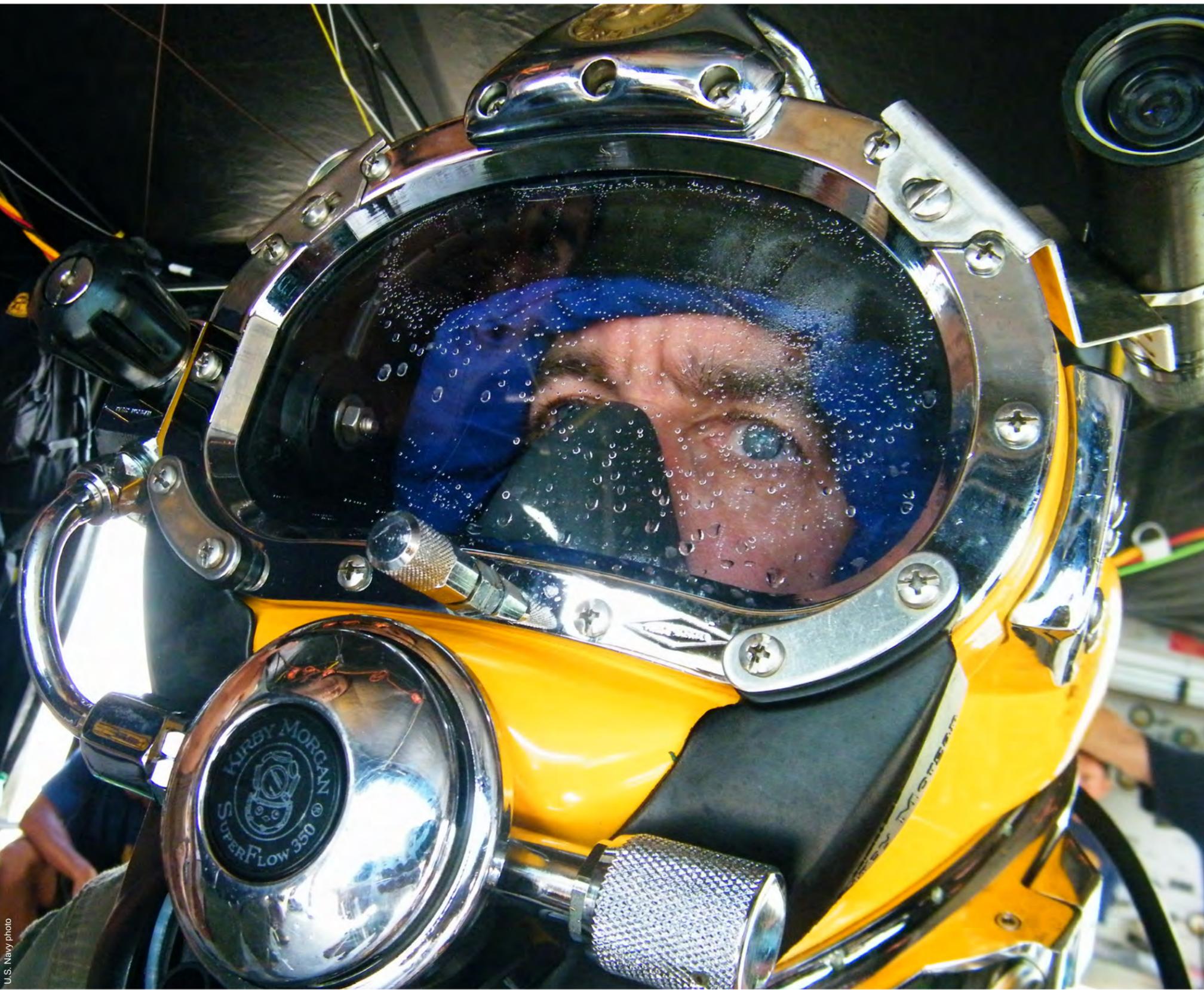


June 2010

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

Removing Threats FROM THE **DEEP**



Sioux supports divers' removal of leaking fuel from 60-year-old sunken World War II tanker

INSIDE — MSC forms team to combat piracy threat • Grumman serves as dedicated oiler for UK-led exercise

Commander's perspective

Today's people - tomorrow's ships - yesterday's sacrifices

We have transformed MSC into a unique, successful 21st-century organization over the years. We excel at our mission. We've made efficiency and effectiveness while lowering the costs part of our ethos, and we're getting better at taking care of our people, but not fast enough. That's where my focus is now.

The senior leadership of MSC headquarters and MSFSC headquarters gathered in Gettysburg in April for two days of open and honest discussion on how we can improve care for our people. We identified some actionable items that fell into three areas: treating our work force better, improving the work environment and raising our professional development efforts.

I've brought a new team on board to help me focus our efforts and move forward in carrying out real, measurable change in the way we care for our people. The team, NOOH, reports directly to me and consists of three subject matter experts from the training and professional development sector and two CIVMARs, a master and a senior unlicensed mariner. You can read more about these people and their functions in the accompanying article, *New NOOH team focuses on MSC's people*. The NOOH team will be visiting units throughout MSC - afloat and ashore - talking to you and your shipmates, getting your input on areas that we can improve and seeking input on some of the initiatives we have in mind. Give them your full support. They speak for me and share my commitment. I don't intend to hatch change that has not had mariner input. However, I have already directed the hiring of additional trained placement specialists so that we can better help manage your rotations and address issues in a more timely manner.

I will keep you informed about potential initiatives and changes. We will be briefing union leadership as well. I am open to your input and recommendations. I encourage you to engage my NOOH team, either in person when they visit or via e-mail at mschq_n00h@navy.mil.

I am committed to not having this effort turn into a data-collection and notebook-filling drill!

JHSV crewing

The Navy decided to entrust operation of the soon-to-be-built joint high-speed vessels, or JHSVs, to civilian mariners rather than Navy service members. That reflects a vote of confidence by the most senior Navy leadership in the capabilities of merchant mariners to successfully operate these unique platforms and to represent the interests of the United States in the international community. The underlying basis for this confidence is the dedication and stellar performance of merchant mariners as we've taken more and more of the Navy's load. You and your

predecessors have exemplified professionalism in the operation of ships in direct support of the Navy's mission, including the underway replenishment of the combatant fleet, strategic sealift of defense cargo, afloat prepositioning of military equipment and myriad special missions. The employment of merchant mariners on these ships has provided a significant boost to civilian maritime employment opportunities and has allowed the Navy to return more than 11,000 service members to more war-fighting related duties.

As part of the decision to use civilian mariners, MSC was assigned responsibility to determine whether to crew the ships with MSC's gov-



Graphics by Austal USA



The joint high-speed vessel is an aluminum-hulled catamaran with diesel engines that drive high-velocity water jets, propelling the vessel at 35 knots with 700 tons of cargo.

ernment employee CIVMARs, or by contracting with a ship operating company that would employ U.S. citizen contract mariners, or CONMARs, who would crew the ships and be responsible for virtually all aspects of on-board operations and maintenance.

As you know, we presently use both crewing models very successfully. The determination whether to use CIVMARs or CONMARs has historically depended on the nature of the mission of the ships, the operational construct, evaluation of any specialized training required, cost and related factors.

Because of the multiple options concerning the ultimate use of the JHSVs (theater security cooperation/direct logistics war fighter support), I've determined that the best course of action is to institute a pilot program in which the first two vessels would be crewed with MSC CIVMARs, and the final three ships (of the five planned under the current contract) would be crewed by CONMARs through a competitively awarded contract to a commercial operator.

MSC will benefit from this construct because CIVMAR operation of the first two ships will provide us with in-house, deck-plate level experience in operating and maintaining these new platforms. It will also give us more insight into determining the necessary crew experience levels, ship limitations and required level of management control needed for this new class of vessel. We'll use that learning experience to formulate the

requirements for a competitively awarded contract for operation of the following three ships.

The union leaders I've spoken with are pleased with the plan and anxious to participate in the future of this versatile vessel. After a few years of both CIVMAR and CONMAR operation, a direct comparison of the two crewing models can be made so that future crewing decisions can be based on actual operational experience rather than a series of assumptions and estimates.

I have the utmost confidence that both crewing models will prove to be successful, and that our approach to this issue will best serve the needs of the Navy and the nation. We expect delivery of our first JHSV in fiscal year 2013. Watch for further updates as we bring these exciting new ships on line and ask some of you to form the initial crews.

National Maritime Day

MSC commemorated the sacrifices of our U.S. merchant mariner shipmates over the years on May 18 with a ceremony and wreath dedication in the Washington Navy Yard. Adm. John C. Harvey Jr., commander of Fleet Forces Command, was our guest speaker and recounted the many sacrifices and years of dedicated service rendered "in peace and war" by U.S. merchant mariners.

You now are the custodians of that proud tradition, sailing under the stack stripes of MSC. I'm proud to be a part of that team; I hope you are, too.

Sail safe & yours aye,

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

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Ships honored for food service excellence

By Bill Cook
SEALOGLANT Public Affairs

Appetizing, healthy meals are at the heart of a mariner's quality of life at sea. With this in mind, every year Military Sealift Command's more than 40 civil service mariner-crewed ships are eligible for top honors in a competition that encourages excellence in food service.

This year, MSC presented its annual David M. Cook Food Service Excellence Awards to dry cargo/ammunition ship USNS Sacagawea (East Coast large ship), fleet replenishment oiler USNS Guadalupe (West Coast large ship) and fleet ocean tug USNS Catawba (overall small ship) at the International Food Service Executives Association's Joint Military Awards Ceremony April 17 in Reno, Nev.

The winners were chosen from the ships' crews that submitted packages to the competition. Two judges - Roberta Jio, MSC's food service community manager, and Nidia Ekstrom, certified executive chef for IFSEA - evaluated applications and then visited the finalist ships for further review. The ships were judged on a wide range of criteria, including record keeping, following healthy recipes, satisfaction of civil service mariners and quality of food. Rear Adm. Mark Buzby, commander, Military Sealift Command, selected the winners.

Representing their ships at the ceremony

were Supply Officer Kenton Gooden and Chief Steward Orlando Josafat, both repeat winners, from Guadalupe; Supply Officer Juan Negron and Chief Steward Clifford Liferidge from Sacagawea; and Steward Cook Robert Prades from Catawba.

"All of MSC's food service competitors provide outstanding cuisine and customer care," said Jio.

Gooden, who won the award previously aboard fleet replenishment oiler USNS Yukon, was pleased to be part of a winning team on another ship, this time Guadalupe. "As I walked around Guadalupe and saw the food service awards from previous years, I said to myself, 'One day my name will be among them,'" recalled Gooden. "What a dream come true to be part of another team to win this award."

Capt. Charles Rodriguez, Catawba's civil service master, was proud of the food service team aboard his ship, particularly the steward cook, Robert Prades. "Robert has been praised not only by Catawba's crew, but also by riders from the British Royal Navy and the U.S. Coast Guard," said Rodriguez. "To top it off, his leadership and administrative skills are top-notch."

Sacagawea's civil service master, Capt. George McCarthy, also had high praise for his food service personnel.

"Supply Officer Juan Negron, Chief Steward Cliff Liferidge and their team have worked extraordinarily hard over the past year to win this award, and I am very proud of them," said McCarthy.

The award is named for the late Navy Capt. David M. Cook. Cook was MSC's director of logistics from 1995 to 1998, and in that time launched a focused effort to improve all aspects of the food service operations aboard MSC ships.

"I knew Captain David Cook. He was devoted and dedicated to the welfare of civil service mariners at sea and worked hard to improve the life of mariners in any way he could. It is quite fitting and well deserved that we have an award in his name," McCarthy concluded.

Since 1992, Military Sealift Command has singled out several of its ships for excellence in their food service operations. For the last 12 years, honors for the winning ships have been part of the International Food Service Executives Association program.

Food service personnel aboard each winning ship will receive a performance award and a one-week shipboard culinary training session provided by a certified executive chef to further recognize each of the winning food service organizations for their contributions in providing quality meals and service.

Grumman keeps Joint Warrior 10-1 steaming

By Kim Dixon
SEALOGUEUR Public Affairs

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman joined five U.S. Navy ships in Exercise Joint Warrior 10-1 off the coast of Scotland April 12-23. Joint Warrior 10-1 is a United Kingdom-led, multi-warfare exercise designed to improve interoperability between allied navies by preparing crews for combined operations during deployment.

Grumman, the exercise's dedicated fleet replenishment oiler, played a vital role in both the exercise and during the transit of the participating U.S. Navy ships from the Atlantic Coast.

During the exercise and transit combined, Grumman conducted 31 replenishments at sea to U.S. and coalition ships, delivering more than 2.4 million gallons of F76 military diesel fuel.

"Our support was to provide fuel and cargo to the multinational participants," said Grumman's civil service master, Capt. Richard A. Gray. "We also served as the high-value unit for different warships to protect from submarine/air attack during the conduct of the exercise."

While underway, Grumman demonstrated that building interoperability between nations is not just a mission for warships by delivering more than 200,000 gallons of military diesel throughout the exercise to United Kingdom, Brazil and The Netherlands vessels. Grumman's crew enjoyed the opportunity to work with coalition navies.

"Working with ships of other nations always makes the work more interesting," said Gray.

"The main difference is the challenges involved in communications during the underway replenishment planning and

Military Sealift Command fleet replenishment oiler USNS Leroy Grumman was the dedicated oiler for multinational interoperability exercise Joint Warrior 10-1 near Scotland in April. Below, members of a visit, board, search and seizure team conduct a maritime interdiction operation exercise in a rigid-hull inflatable boat.



U.S. Navy photo by MCI Darius Jackson

rendezvous stages," he said. "The Brazilian ship didn't have a standard probe receiver and required a type of coupling valve, which we haven't seen any ship use in years. That proved a challenge to the boatswain and boatswain's mates; however, everything worked out fine in the end."

While Navy ships can accomplish their mission without having an oiler dedicated to a particular underway period, the exercise's organizers benefited from knowing that Grumman would support them.

"The importance of having a dedicated fleet oiler cannot be overstated, both for the planned phases of the exercise and the 'free play' scenario portions," said Navy Cmdr. Donald J. Donegan, commanding officer of guided missile cruiser USS Laboon, one of the exercise participants.

"During the tactical phase of an

exercise, having the fleet oiler 'on-call' provides each warfare commander maximum flexibility to execute his mission area and adds to the real-world requirement to defend the oiler as a high-value unit," Donegan said.

The task group commander and individual subordinate units had peace of mind and could focus on the mission at hand knowing that a fleet replenishment oiler was nearby."

"Leroy Grumman is essential to participation in exercises like this," said Navy Lt. Cmdr. Greta Densham, the operations officer for Destroyer Squadron 24 who is serving as task group commander.

"The crew of Grumman is very professional and flexible," added Densham.

"Leroy Grumman continues the tradition of outstanding service, coordination and cooperation that we have experienced with all our fleet oilers," said Donegan. "Our UNREPs are always

safe, professional and very efficient."

Grumman's crew echoes the importance of participating in an exercise such as Joint Warrior from their side of the UNREP rigs.

"Joint Warrior is a significant professional challenge to everyone on board the ship," said Gray. "From the deck crew and rig teams sending the rigs in cold or inclement weather; to the engineers keeping the UNREP machinery running and the engine plant going in demanding conditions; to the communications department and military department maintaining vital communications in a busy and often confusing multinational environment; to the mates on watch dealing with the navigational and collision avoidance challenges; to the supply department, cooks and food handlers trying to keep all the very hungry people satisfied. I always feel good after a successful completion of this exercise."

New N00H team focuses on MSC's people

By Adrian Schulte
MSC Public Affairs

The Gettysburg battlefield was the setting for a Military Sealift Command leadership summit April 26-27. The battlefield, which tested the leadership of some of America's most revered commanders, was a fitting place for MSC leaders to unveil and shape a new effort dedicated to taking care of MSC employees.

MSC has excelled at meeting its mission, said Rear Adm. Robert Wray Jr., MSC deputy commander. Throughout the last few years, MSC has focused on performing this mission efficiently, effectively and profitably. Now is the time to put a new emphasis on taking care of MSC's people, he said.

A new team has been formed that will focus on the way MSC cares for its community. The team – N00H – consists of three training and professional-development subject-matter experts from the civilian sector, an equal-employment opportunity specialist from MSC headquarters and two civil service mariners, a master and a senior unlicensed mariner. They will focus on establishing action plans in three core areas – leadership and professional development; diversity and women's issues; and quality of life.

"The very nature of our profession, working with ships and going to sea, requires significant sacrifices from the majority of our workforce," said Peter Long, N00H team leader who has served with MSC as a licensed master. "To get the job done, we can tend to put mission ahead of caring for our people. These two goals are not mutually exclusive. The leadership of MSC recognizes this and has set a course to improve in the vital areas of caring for people for both the shore and seagoing personnel."

The N00H team has poured over results gathered from



Military Sealift Command leaders meet in Gettysburg, Pa., to discuss MSC's new employee-focused effort.

several MSC climate surveys and professional-development assessments taken throughout the last two years. The team spent the month of April analyzing and dissecting data for common areas and insights. The Gettysburg Summit was a chance for MSC commander Rear Adm. Mark Buzby and his senior management team to take these insights and assess how well MSC takes care of its people now and what can be done better in the future.

"A great deal came from that event – we surfaced many issues and positive ideas," said Buzby.

The team will draw initially on the initiatives and priorities that resulted from the summit and will work to improve the workplace environment, professional development and how MSC cares for its personnel in need, Wray said.

"Their purpose is to help the commander implement his vision for people programs across MSC worldwide. Not just HQ, not just CIVMARs – everywhere," said Wray. "Hopefully this team will be able to affect changes in rules, policies and procedures that are beneficial for mariners."

Over the next year, N00H, which reports directly to the MSC commander, will be addressing a host of issues, including equipment, leadership development, mentoring programs, diversity programs, rotation and leave policies, and health and wellness programs.

to take stock of how they deal with others and look for initiatives that will support improved relationships."

N00H representatives will be visiting ships and shore facilities over the next several months to observe and gather input and ideas relating to how MSC can make the professional life of its employees smoother and more personally rewarding, said Bushey.

Implementation plans will be developed in each of the three core areas. In addition, several workshops will be held to educate MSC management and employees on proposed institutional change. Shore and afloat personnel will have the opportunity to speak with the N00H team in groups, in person and via e-mail. As initiatives come online, a communications loop will be open to the MSC workforce that will allow everyone to comment and critique the process. Everyone from supply utilitymen to Senior Executive Service is encouraged to participate in the process.

"My bottom line – focusing on our people is the right thing for MSC to do," said Buzby. "We need to be as good in this area as we are in our operational areas."

The N00H team can be reached at MSCHQ_N00H@navy.mil.

Pure & pristine: Sioux

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By Meghan Patrick
MSC Public Affairs

Beneath the bright blue waters of Pago Pago, American Samoa, rests the hull of a U.S. Navy shipwreck, which for more than 60 years was visited only by marine life and an occasional sport diver. The situation changed in late March when Military Sealift Command fleet ocean tug USNS Sioux arrived on site to ensure that the pristine, tropical waters off Pago Pago remained that way.

From March 27 to April 11, Sioux's crew of 16 civil service mariners and four Navy sailors helped maintain a complicated at-sea mooring so the ship could serve as a dive platform for a U.S. Coast Guard-directed initiative that retrieved 68,200 gallons of diesel and aviation fuel from four of 10 storage tanks belonging to the sunken 1,850-ton gasoline tanker. Sioux's team also provided crane support for lowering divers into the sea and stood by with emergency fire-fighting services.

The 311-foot-long Patapsco-class tanker, ex-USS Chehalis, was built and commissioned at the end of World War II to provide aviation fuel and lubricants to Navy and Army shore facilities throughout the South Pacific. The ship continued to support naval activity in the same region after the war. On Oct. 7, 1949, Chehalis was delivering fuel when a gasoline explosion on board started a fire that killed six of Chehalis' 24 crew members. The ship was towed from the fuel terminal, anchored and scuttled to extinguish the fire in 160 feet of water about 300 feet from shore. In October 1955, the United States sold the wreckage to the government of American Samoa.

Chehalis remained below the surface for decades without much attention until fuel sheens began to appear on the surface of the waters off the Pago Pago Harbor a few years ago. Fearing that the sheens represented a potential threat to Pago Pago Harbor, American Samoa requested assistance from the U.S. Coast Guard for the safe removal of the petroleum products from the ship. The Coast Guard turned to the U.S. Navy for support, and Sioux was given tasking.

The mission

Sioux and its crew left San Diego March 8 to support the salvage operation. Four days later, the 226-foot-long ship stopped in Pearl Harbor to load anchors and chain plus some support gear belonging to the U.S. Navy's Pearl Harbor-based Mobile Diving and Salvage Unit One, which was charged with extracting the fuel.

Upon arriving in Pago Pago March 27, the crew of Sioux spent two days loading more equipment for the fuel removal operation. In addition, Sioux embarked 20 personnel from MDSU One. Sioux's crew used their on-board crane – along with a shore-based heavy-lift crane – to load MDSU One's dive gear, including a recompression chamber, dive-mixed gases, a portable generator and a portable capstan.

On March 29, Sioux began its at-sea oil-retrieval mission. Under the direction of Sioux's master, Capt. Brad Smith, the crew moored, or attached, the ship to an at-sea barge which pumped and received the fuel removed throughout the operation. The

crew dropped a series of mooring lines into the water on one side of Sioux, while setting lines to the barge on the other. This action stabilized Sioux so it could serve as a dive platform for 39 surface-supplied dives totaling 66 hours below the surface.

The mooring was a complicated maneuver because the crew needed to position the ship directly above the wreckage to allow Sioux's crane to easily lower the divers to the site. In addition, the ship needed to be close to the barge to permit the divers to attach fuel lines and a pneumatic pump from the barge to the sunken tanks.

Smith, who has sailed with MSC for 28 years and has worked on tugs for 13 of them, said that the mooring situation held some unique risks.

"It was a very precarious moor to have a ship in for ten days," said Smith. "I'm moored to a barge; a barge is moored to a pier; the other end of the barge is moored to a wreck; and I have two of my anchors out because I'm in a harbor. To be sitting out there with two vessels moored in that position is an unusual situation."

"The crew of Sioux is fantastic," said MDSU One's Master Diver Jon Klukas. "They made the complicated mooring evolutions very easy for us."

Because the mission involved highly-flammable fuel, Sioux's crew also stood by with the emergency firefighting equipment that all tugs have on board. Sioux's equipment includes three fixed-foam firefighting monitors. These are large swivel nozzles positioned both on top of the pilot house, for protection in the case of an on-board fire, and on the main mast, for off-ship firefighting. The monitors are powered by 16-cylinder diesel engines with 3,000 gallons of protein-foam concentrate.

"What's unique about this tanker ... is that highly volatile gasoline remained in several of the ship's cargo tanks," said Kemp Skudin, the project lead for Naval Sea Systems Command's Supervisor of Salvage and Diving Unit, which provided operational and technical support to the U.S. Coast Guard during the operation.

"We do not normally encounter gasoline in sunken wrecks. Gasoline is not usually a maritime fuel and normally would have been consumed by fire or lost since it has a much lower flash point compared to diesel fuel marine or black oil."

Because Sioux was moored in a harbor, and the ship was positioned over a wreck from which oil was being pumped, the ship was restricted from making potable water for human consumption until a water study could be completed.

"Our biggest challenge was water management," said USNS Sioux's Chief Mate William Carson.

The ship was restricted to bottled water and water-conservation methods, including water hours and limited showers. Preventing dehydration became a significant challenge when the daily temperature was near 90 degrees Fahrenheit, with nearly 100 percent humidity. Potable water was brought onto Sioux in five-gallon containers for drinking and for cooking.

"Everyone worked together to reduce our water and sewage use," said Smith. "We did so well that we only had to pump our sewage once a day, which we did with the help of a contracted fish gut boat."



Naval History and Heritage Command photo

Cover and opposite page bottom right: Navy divers embarked on Military Sealift Command fleet ocean tug USNS Sioux in April to remove 68,200 gallons of oil from ex-USS Chehalis, a World War II tanker that was scuttled off Pago Pago, American Samoa, in 1949, after catching on fire.

Above: Chehalis steams underway in the South Pacific. More than 60 years later, Sioux and its embarked divers recovered leaking fuel from the tanker after oil sheens appeared at the water's surface.

Opposite page top right: Sioux maintains a complicated mooring for the crew to position the ship directly above the Chehalis wreckage. The fuel-receiving barge in the foreground collected fuel after divers attached fuel lines and a pneumatic pump from the barge to Chehalis' sunken tanks.

helps keep it that way



Part of the job

Following the early completion of the salvage operation, which resolved a potential environmental threat without incident, Sioux transported the MDSU divers and their equipment back to Pearl Harbor and returned to San Diego April 29.

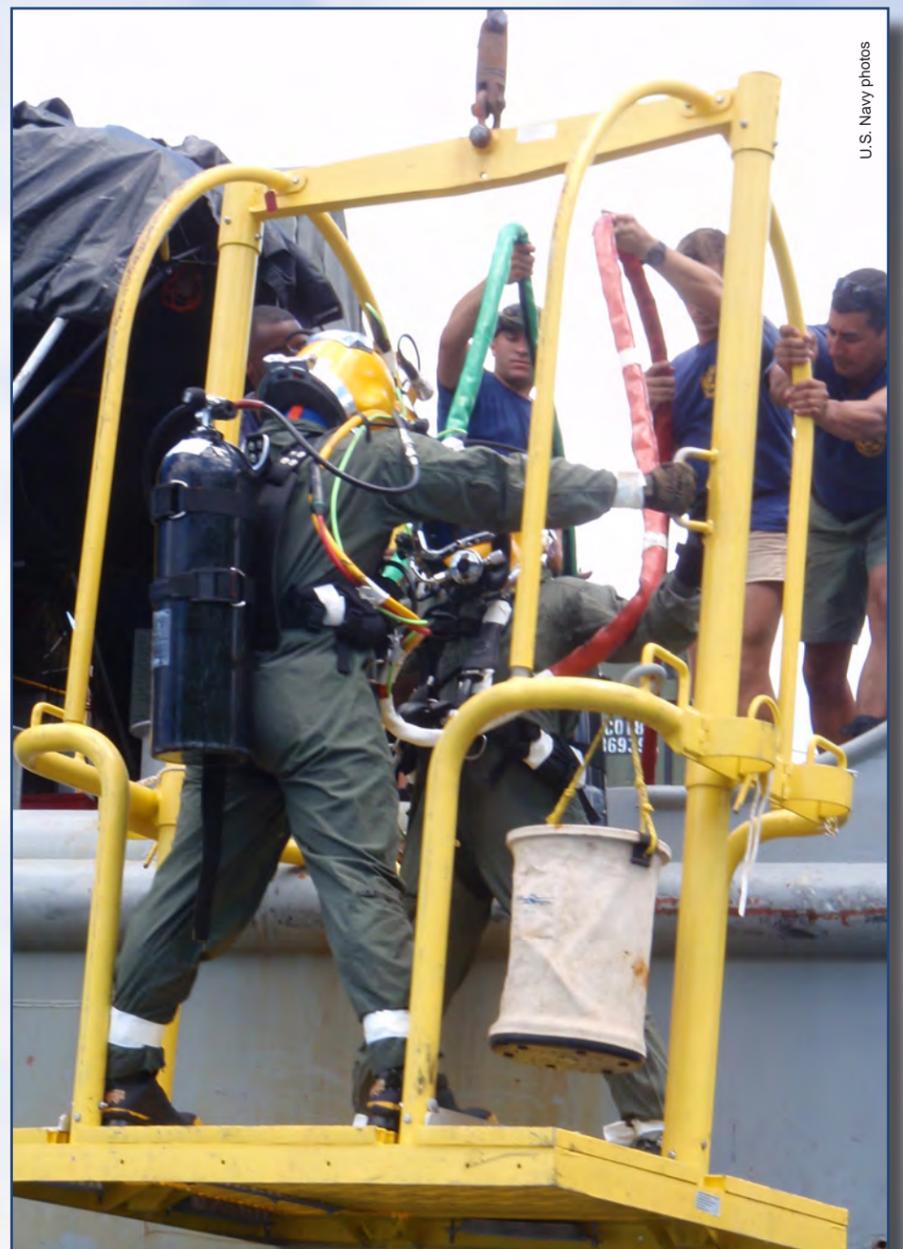
“We do a lot of these salvage operations throughout the course of a year,” said Smith. “Each one has its own quirks and challenges, and for this one, it was the mooring issue. But we prepare for things like this to happen, and we are looking out for it when we come on site.”

“Part of working on a tug for MSC is doing salvage missions; that’s just a fact of life,” he continued. “When you come across something like Chehalis, a ship with a history, that was part of the months and years after World War II, it really makes you aware of what you do as a mariner and who came before you. There’s a kind of significance to it all.”

Sarah E. Burford, SEALOGPAC Public Affairs, and Naval Sea Systems Command Public Affairs contributed to this story.

SIoux's operational highlights since 2008

- May 2008: Towed decommissioned nuclear submarine ex-USS Hyman G. Rickover 6,400 miles from Panama to San Diego and Bremerton, Wash.
- June/July 2008: Towed destroyer ex-USS David Ray 2,800 miles from Bremerton to Pearl Harbor to be sunk in Rim of the Pacific Exercise 2008
- September 2008: Salvaged the remains of a B-52 aircraft that crashed off the coast of Guam
- March 2009: Served as an emergency launch platform for a deep submergence unit in nuclear-powered submarine USS Olympia’s sea trials
- November 2009: Recovered the wreckage of a crashed U.S. Coast Guard C-130 aircraft and U.S. Marine Corps AH-1 helicopter near San Diego



U.S. Navy photos

EUROPE • AFRICA • NEWS

Military Sealift Command Sealift Logistics Command Europe welcomed Navy **Rear Adm. Mark Buzby**, commander, Military Sealift Command, April 14-17. At his first stop at the SEALOGEUR offices in Naples, Italy, Buzby conducted an admiral's call with the staff and received briefs on SEALOGEUR operations supporting U.S. 6th Fleet and Africa Partnership Station.

The next day, Buzby toured command ship USS Mount Whitney, which is homeported in Gaeta, Italy. While on board, Buzby held an admiral's call for the military and civil service mariners.

Buzby's comments at both commands reflected similar themes regarding his thoughts on leading MSC and its future under his command.

"I couldn't be more proud to head up this organization," said Buzby to an audience of Navy sailors and civil service mariners. "The diversity in our organization is unmatched by any other organization in the world. Thank you very, very much for everything you do every day."

In addition to giving his thanks, Buzby said he hopes to give more focus under his command to personnel issues, including recognition, pay and better tools for leadership. He also talked about MSC's recent operations supporting relief efforts in Haiti, retelling the story of a phone call he received from commander, Fleet Forces Command, asking about the possibility of using MSC ship to replace capability otherwise found in U.S. Navy ships. Buzby said he sees this as a portent of things to come, given the continuing increased operational tempo of Navy forces and the demonstrated flexibility of MSC vessels.

Also while on board Mount Whitney, Buzby participated in the ship's award ceremony where civil service mariner **Samuel Ballega** was awarded a letter of appreciation by Navy **Capt. Karl Thomas** for his selection as Civilian Mariner of the Week. The citation noted Ballega's expertise "was required in maintaining ships systems, ordering spare parts and getting ... preventive maintenance completed on time," while overseeing the work of two 2nd assistant electricians.

Following the ceremony, Buzby departed the ship en route to his next stop at Naval Station Rota, Spain, on April 16.

Buzby took a windshield tour of the base, stopping at Pier 3 for a visit to MSC fleet replenishment oiler USNS Laramie. Commander, Task Force 68, delivered a command brief to Buzby, highlighting the relationship between MSC and U.S. 6th Fleet's expeditionary forces. Buzby also visited the civilian crew and with the military staff of Maritime Prepositioning Ship Squadron One aboard MPS SS PFC Eugene A. Obregon, which was sitting at anchor in the bay.

On the operational side of the house, several ships have chopped into the region, contributing to various missions and exercises.

During its first stop in theater at Rota, Laramie loaded fuel and stores to support replenishments at sea and exercise requirements in the Mediterranean throughout the month of May. Another addition to the area is MSC rescue and salvage ship USNS Grapple, which will spend a five-month deployment supporting Naval Forces Europe theater security cooperation events throughout the Mediterranean and Black Seas. Chartered commercial survey vessel MV Denny Tide arrived in theater to conduct operations in the eastern Baltic Sea.

SEALOGEUR bids farewell to **Neil Heckman**, MSC representative in Souda Bay, Greece.

SEALOGEUR welcomes its new Reserve component support: Navy **Lt. Cmdr. Brian Huntley** and Navy **Lt. Cmdr. Patrick Schoenberger**.

Martin donates award money

By Marine Corps Staff Sergeant Ryan Scranton

Military Sealift Command Maritime Prepositioning Ship USNS 1st LT Harry L. Martin's civilian master **Capt. Michael Donovan** presented a check for \$3,000 to the Navy-Marine Corps Relief Society April 14 at Blount Island Command in Jacksonville, Fla.

The \$3,000 was an award from the ship's operating company for the crew's dedication to operating without a pollution incident for three years. After little reflection, Donovan and his crew concluded that the best use for the money would be to donate it to the NMCRS, a non-profit group operated through a Navy and Marine Corps partnership to provide assistance to service members in need.

"When the idea was first brought up, everyone thought it was a good use of the funds," Donovan said. "The original idea came from one of the other prepositioning ships that our company operates, as they made a donation to a similar organization a few years ago."

According to Donovan, the crew's decision to donate the funds to the NMCRS was not random.

The ship's namesake is the late Marine Corps 1st Lt. Harry L. Martin, who was posthumously awarded the Medal of Honor for heroic actions on Iwo Jima in World War II. USNS Martin is currently part of a 16-ship fleet that is currently providing afloat prepositioning of Marine Corps equipment.

"Our mission is to support Marine Corps logistics when needed. In this mission, we have met and interacted with a number of Marines and have come away with a deep appreciation for the work the Corps does."

Donovan said that while all of the services NMCRS provides are vital, Martin's crew members have a strong bond with forward-deployed Marines; therefore Martin's crew chose to donate all of their money to NMCRS's Combat Casualty Assistance Program.

"With the ongoing war in Afghanistan and Iraq, we felt this program could make the best use of the money," Donovan said. "Everyone felt it was a very worthy cause to donate to. It's always a good feeling to be able to donate, whether it's time or money, to people who could really use the help."

COMPASS • HEADING

Military Sealift Fleet Support Command's flag secretary, Navy **Lt. Cmdr. Charles Thomas** said his farewells during a retirement luncheon April 23 at Breezy Point Officers Club, Naval Station Norfolk. Retiring after nearly 30 years of service in the Navy, Thomas was relieved by Navy **Lt. Leslie Scott**.

MSC's technical library has completed its move to Naval Station Norfolk. The library is located in building LP-26 and is open from 7 a.m. to 4 p.m., Monday through Friday. The library can be reached at msctechlibrary@navy.mil.

Congratulations to Junior Sailor of the First Quarter Navy **Hospital Corpsman 2nd Class Ginger Schupback**, Senior Sailor of the Second Quarter Navy **Yeoman 1st Class Calvin Day**, and Junior Sailor of the Second Quarter Navy **Information Systems Technician 2nd Class Chelsea Gatling**.

Patrick Dimla has accepted the position as supervisory contracting officer at MSFSC's Ship Support Unit Guam. Dimla was on the staff of Military Sealift Command Pacific and Sealift Logistics Command Pacific as a contracting officer from 1991-2006. Dimla steps into the Guam position during a period of high-tempo ship repair to include the ongoing USS Frank Cable conversion.

MSFSC hosted U.S. Fleet Forces Command's inspector general staff for a brief visit on April 14. On April 30, **Danielle Leche**, a financial management analyst with MSFSC's financial

management directorate, was awarded a Secretary of the Navy Academic Fellowship for graduate studies in financial management. The fellowship will allow Leche to pursue studies at Old Dominion University in Norfolk during the 2010-2011 academic year.

On April 26, contractors commenced renovation work on Naval Station Norfolk's buildings SP-15, SP-16, and SP-30. The three buildings, located within the area of Breezy Point and immediately adjacent to MSFSC's headquarters complex, will eventually provide office space for equal employment opportunity personnel and MSFSC's afloat training team.

Fair winds and following seas to **First Officer Francis Richardson**, **Able Seaman Alfonso Tacdol**, **Able Seaman Jerome Dauffenbach**, **Able Seaman Jose Madlangbayan**, **Able Seaman Donald Barney** and **Able Seaman Jose Ovid**, **Purser Honesto Ramos**, **2nd Assistant Engineer Arthur Puski**, **Chief Radio Electronics Technician Lloyd Hartshorn Jr.** and **Personnel Systems Branch Head Mary Lou Diaz** as they retire. Thank you for your service.

MSFSC expresses its condolences to the families of **Able Seaman Billy Gardner** and **Capt. Robert Holley**. The two civil service mariners, both of whom passed away in April, cumulatively represented nearly 75 years of service.

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

CENTRAL • CURRENTS

Military Sealift Command Sealift Logistics Command Central and commander, Task Force 53 hosted **Rear Adm. Mark Buzby**, commander, Military Sealift Command, Navy **Master Chief Petty Officer Kenneth Green**, MSC command master chief, and Buzby's flag aide, Navy **Lt. Dan Sullivan**, April 8-13. While visiting U.S. 5th Fleet, Buzby visited MSC fleet ocean tug USNS Catawba and MSC dry cargo/ammunition ship USNS Robert E. Peary.

During his visit to Catawba April 9, Buzby was greeted by the ship's master, civil service **Capt. Charles Rodriguez** and **Chief Engineer Thomas Smith**. During a tour of the ship, Buzby greeted the military contingent on board, including several embarked security team members.

Buzby visited Peary April 10-11. While on board, Buzby assembled the crew for an all-hands call to share MSC's vision and to praise the efforts of the sailors.

Buzby got underway on Peary and viewed a replenishment at sea with Navy destroyer USS The Sullivans.

"This is why I joined the Navy," said Buzby while observing the evolution from the bridge.

Buzby's last stop while in U.S. 5th Fleet was visiting MSC Office Kuwait, where he recognized the outstanding synchronized Army and Navy effort to positively affect the logistical supply chain as ships arrive at Kuwait Naval Base or the port of Ash Shuaybah. Most of the cargo that

is deployed and redeployed in support of Operation Iraqi Freedom comes through Kuwait.

Navy **Capt. Ron Carr**, deputy commander SEALOGCENT and CTF-53, hosted six visitors April 2-9 from U.S. Transportation Command, Air Force, Naval Supply Systems Command and Naval Operational Logistics Support Center. The objective was to analyze the cargo routing process from the materiel's arrival in Bahrain to the numerous ports in the U.S. Central Command and U.S. Africa Command areas of responsibility. The focus was to identify greater opportunities for Automated Information Technology asset visibility.

During the visit, Carr escorted the guests aboard MSC fast combat support ship USNS Supply in Fujairah and MSC fleet replenishment oiler USNS Patuxent in Djibouti where guests remained overnight to assess the cargo routing process. Supply master **Capt. Keith Walzak** and Patuxent master **Capt. Jason Kennedy** hosted the group.

Carr awarded the Navy Achievement Medal to Navy **Operations Specialist Second Class Edena Bradford** aboard MSC fleet replenishment oiler USNS Patuxent April 24 at Khalifa Bin Salman Port in Bahrain. Kennedy, credited Bradford with contributing to the ship's successful coordination of coalition replenishments at sea. Bradford coordinated replenishment-at-sea evolutions with more than 30 coalition Navy ships in support of the European Union, NATO and combined maritime operations.

HQ • HIGHLIGHTS

Military Sealift Command headquarters sent a delegation to represent MSC at the Navy League's Sea-Air-Space Expo 2010 at the National Harbor May 3-5 outside of Washington, D.C. The Sea-Air-Space Expo is an annual event that features the latest in sea power technology and developments in the maritime services. The expo also features discussion panels with top military and defense industry leaders.

MSC's **Josh Hunt** set two U.S.A. Powerlifting Illinois State records at the Missouri State/Ozark Powerlifting and Bench Press Championships March 13 in St. Louis, Mo. Participating in the 275-pound open-raw division, Hunt set records in squat and in total weight, which consists of three lifts: squat, bench press and dead lift.

MSC headquarters employees joined Naval District Washington April 22 for a Washington Navy Yard base clean up event and fair as part of Earth Day celebrations.

In April, **Meghan Patrick**, public affairs specialist, was named Civilian of the Quarter.

MSC bids farewell to **Brenda Jones**,



Rear Adm. Robert O. Wray Jr., deputy commander, Military Sealift Command, has been nominated to the rank of rear admiral upper half.

command administration officer, and **Stephane Jean-Bart**, office of strategic planning.

MSC welcomes **Kenneth Hines**, maritime forces, manpower and management; **Miguel Lake**, office of the inspector general; and **Alexander Sedlacek**, Prepositioning Program.

ATLANTIC • LINES

Military Sealift Command Sealift Logistics Command Atlantic coordinated the tow of moored training ship Sam Rayburn April 13-16. The vessel, a decommissioned James Madison-class fleet ballistic missile submarine that is still owned and operated by the Navy, was towed by MSC fleet ocean tug USNS Apache from Charleston, S.C., to Norfolk, Va., for yard period repairs.

This mission is SEALOGLANT's first tasking since it became Commander Task Force 23, which is part of the Standard Task Force structure evaluation for Chief of Naval Operations being conducted jointly by U.S. 2nd and 3rd fleets.

Navy **Capt. Michael Graham**, SEALOGLANT's commander, said that despite mechanical challenges and inclement weather, the tow was accomplished without problems and deemed a success.

SEALOGLANT staffed an around-the-clock watch desk at U.S. 2nd Fleet's Maritime Operations Center throughout the duration of the tow with U.S. Navy Reservists assigned to the command.

Richard Bolduc, senior marine transportation specialist at the SEALOGLANT office in Jacksonville, Fla., assisted Maritime Prepositioning Ship USNS 1st LT Harry L. Martin discharge 869 pieces of U.S. Marine Corps cargo, which took up more than 164,000 square feet of deck space April 6-14. He also assisted with layberthing MSC large, medium-speed, roll on/roll off ship USNS Gordon April 13 and USNS Gilliland, April 16. Members of SEALOGLANT's Jacksonville team assisted MPS USNS 1st LT Jack Lummus load 1,125 pieces of cargo and more than 34,000 barrels of fuel April 17.

Tom D'Agostino, senior marine transportation specialist at the SEALOGLANT office in Charleston, S.C., assisted with the arrival of MSC high-speed vessel HSV 2 Swift, which arrived in Charleston April 12. He also assisted with arrange-

ments for the departure of Lummus from Detyens Shipyards on April 15 en route to Jacksonville. D'Agostino coordinated the port call of MSC tanker USNS Paul Buck in Charleston April 18 where the ship discharged 139,000 barrels of fuel.

MSC fleet replenishment oiler USNS Kanawha, which is operated by a crew of 82 civil service mariners and three Navy sailors, returned to Naval Station Norfolk April 16 after a seven-month Mediterranean Sea and Horn of Africa deployment supporting anti-piracy maritime operations in the Indian Ocean and Gulf of Aden. Kanawha also supported navy vessels from 13 coalition countries. The 678-foot Kanawha delivered more than 15 million gallons of fuel and 3,000 tons of cargo and supplies while steaming more than 62,000 miles during its deployment.

SEALOGLANT upgraded its media storage capability with the new Total Records Information Management System in April. In support of MSC's initiative to enhance its records management, **Earl Napier**, SEALOGLANT administrative assistant, spearheaded the move toward a paperless system. As a result of the command's successful efforts, the same software and training program used by SEALOGLANT will be used as a template for other sealift logistics commands.

During April, SEALOGLANT bade farewell to Navy **Lt. Cmdr. Stan Holoway**, Reserve program officer. He was replaced by Navy **Lt. Cmdr. Tracy Hegglund**. Navy **Lt. Cmdr. Renee Whitsell**, a Reservist on active duty, who served as logistics officer during the extended absence of the incumbent, also left the command. Whitsell shouldered the brunt of logistics support during the recent Haiti operations.

The command welcomes Navy **Lt. La-Vaughn Kelley**, assistant PM1 and PM2 operations officer; Navy **Chief Petty Officer Matt Carlo**, ordnance chief; and Navy **Petty Officer 1st Class Toyar Vaughn**,

FAR • EAST • HAILS

Sealift Logistics Command Far East boarding officer Navy **Boat-swain's Mate Chief Gary Bruder** retired from active duty military service during an April 19 ceremony held at Sembawang Wharves in Singapore. Bruder, who joined the U.S. Navy in 1986 after completing four years in the Washington State Army National Guard, served aboard five U.S. Navy ships over the course of his 24-year career. At the conclusion of the ceremony, Navy chiefs assigned to various commands at Singapore came together to sing, "Anchors Away" and wish "Fair Winds and Following Seas" to Bruder and his wife, Karim.

Navy **Capt. Adam Donohoe**, prospective master of MSC oceanographic survey ship USNS Mary Sears, visited SEALOGFE, May 3. Donohoe met with Navy **Cmdr. Paul Grgas**, SEALOGFE's chief staff officer, and command staff members during a one-day orientation visit to the command at Singapore's Sembawang Wharves.

During an April 6-9 orientation visit to Diego Garcia, Navy **Capt. Chip Denman**, SEALOGFE commander, took the opportunity to visit the masters and crews of four Maritime Prepositioning Ship Squadron Two-assigned ships: USNS SGT William R. Button, USNS Lawrence H. Gianella, MV CAPT Steven L. Bennett and MV SSG Edward A. Carter Jr. Denman also met with Navy **Capt. Fred Harr**, commander, MPS Squadron Two.

Button and the embarked staff of MPS Squadron Two hosted Susan Carey, the civil-service executive director for commander, U.S. Naval Forces, Japan, April 15. Carey is responsible for policy, resources, strategic vision and management of six major shore installations in Japan and Diego Garcia. Harr briefed Carey on MPF operations in the Indian Ocean. Carey also toured the vessel accompanied by Naval Support Facility Diego Garcia commanding officer Navy **Capt. Mike Flanagan**.

Denman conducted orientation tours of MSC offices in Korea and Okinawa, April 18-23. First, Denman visited Navy **Cmdr. Chris Cruz** and the staff of MSCO Korea. Denman also visited Ready Reserve Force ship SS Cape Jacob and prepositioning ship MV TSGT John A. Chapman, April 19 and

fleet replenishment oiler USNS Walter S. Diehl, April 20. Denman also paid a visit with Republic of Korea army Col. Kook Yoon, commander, ROK Port Operations Group in Busan.

Denman then met with MSCO Okinawa's commanding officer Navy **Cmdr. Bill Ellis** and command staff members. Denman also took the opportunity to tour high-speed vessel SS Westpac Express April 23.

Back in Singapore, Denman paid a visit to MSC ocean surveillance ship USNS Impeccable April 12 and MSC fleet replenishment oiler USNS Pecos April 30 at Sembawang Wharves.

Grgas briefed the new U.S. Ambassador to the Republic of Singapore David Adelman and U.S. Under Secretary of Defense for Policy Michele Flournoy on MSC operations in the U.S. 7th Fleet area of responsibility during an April 22 meeting at Sembawang Wharves in Singapore. The meeting was sponsored by Navy Rear Adm. Nora Tyson, commander, Logistics Group Western Pacific. Both Adelman and Flournoy were making orientation visits to Sembawang.

On April 6, eight Fort Worth, Texas-based Expeditionary Port Unit 113 reserve sailors, along with staff members of MSC Office Korea presented a check for 7 million Korean won – \$6,400 U.S. dollars – to the director of the Busan Sae Ae Wong orphanage. These funds were raised during a dinner held in early March along with other Busan-based civic organizations. EPU 113 sailors also sponsored an ice cream social for the children during the visit. MSCO Korea has a long-standing relationship with the orphanage and regularly donates money and clothing, and sponsors parties and events for the children.

At the invitation of the Busan National University, Cruz gave a lecture on U.S. culture and society. Prior to speaking, Cruz attended a round-table luncheon with several university students.

"It was a great opportunity for community engagement and to create awareness about the U.S. military in Korea, and more specifically, MSC's role in Korea," Cruz said.

PACIFIC • BRIEFS

Military Sealift Command dry cargo/ammunition ship USNS Matthew Perry made its first port call in Pearl Harbor April 26. The port visit was part of Perry's first cruise since joining MSC's fleet in February. The ship is scheduled to begin fleet tasking in October.

MSC fast combat support ship USNS Bridge hosted a Coast Guard liaison officer April 21, in support of MSC's high-value unit transits in the Puget Sound. Topics addressed during the visit included the best positioning of Coast Guard assets to protect MSC high-value

units, MSC ship characteristics, operating procedures and traffic management.

Sealift Logistics Command Pacific supported Expeditionary Port Unit 114 during its annual Fast Charger Exercise April 28 to May 2 in San Diego. During the exercise, 12 members of EPU 114 ran communications drills and trained in the set-up of the Military Sealift Operations Center van, a modified 20-foot container housing all of the monitoring and communications equipment necessary for MSC personnel to track and coordinate ship and cargo off-load operations.

MSC forms team to combat piracy threat

By Adrian Schulte
MSC Public Affairs

On May 22, 2009, a small vessel carrying suspected pirates approached Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl off the coast of southern Somalia. Diehl's embarked security team



Military Sealift Command's Piracy Assessment Team will help prevent pirate attacks, such as the one guided-missile destroyer USS Farragut prevented by disabling a skiff in the Gulf of Aden in March.

and crew, reacting to the threat of a possible hijacking, responded quickly, firing flares and warning shots to turn away the would-be pirates.

Combating piracy has become a top priority for the commercial maritime industry. Like the commercial maritime industry, MSC is dealing with a constant piracy threat – especially in the U.S. 5th Fleet area of operations, which encompasses approximately 7.5 million square miles and includes the Persian Gulf, Red Sea, Gulf of Oman and parts of the Indian Ocean. MSC is also making every effort to protect its fleet of government-owned and chartered ships from the threat.

Among the many tools and programs MSC uses to track and secure ships, a newly-formed Piracy Assessment Team

has started identifying and mitigating potential piracy threats against MSC's fleet. The team is modeled after the Anti-Piracy Assistance Team, which was co-developed by MSC and the U.S. Maritime Administration in 2009.

The Anti-Piracy Assistance Team team, which visits commercial ships in the U.S. maritime industry, is made up of officials from MARAD and the Navy Criminal Investigative Service. The team goes aboard commercial ships free of charge and provides an overall evaluation – using a checklist of about 100 items – and suggests what can be done to harden ships against pirate attacks.

"[The MARAD team] says 'here are some things you can do better' or 'here are some vulnerabilities your ship has'," said Wayne Reece, MSC piracy action officer. "It's an all-around assessment to give the ship an idea of where they're at and where they want to go."

Ship companies' security officers join the team during the assessment so that they can take the knowledge gained and spread it throughout other ships in their fleets. Companies often request visits on different types of ship classes in order to get multiple

points of view for different types of vessels, Reece said.

MSC shifted the model to its own fleet, Reece said. MSC's Piracy Assessment Team, which comprises MSC and Navy Expeditionary Combat Command representatives, made its first two ship visits March 9-10 in Norfolk. The five-man team toured MSC dry cargo/ammunition ship USNS Wally Schirra and MSC fleet replenishment oiler USNS Laramie with the ships' masters and class engineers and identified the ships' shortfalls in technology and procedures. MSC's Piracy Assessment Team also looks at what can be done to better protect the ship against attack, Reece said. The team considers where MSC can invest in ships through alterations to make them more hardened to the pirate threat or any type of small-boat at-

tack or boarding attempt.

MSC's Piracy Assessment Team plans to tour at least one ship in every MSC ship class. Right now the team's focus is on ships based in Norfolk, Baltimore and Philadelphia.

"[The MSC program is] in its infancy," said Reece. "We are going back to the things we saw in that first visit to determine which direction we want to go."

MSC ships presently have many means in place to deal with the pirate threat. Every government-owned ship and ship chartered for longer than 180 days has a five-man, on board reaction force that is small-arms qualified. When MSC ships are in the U.S. 5th Fleet area of responsibility, they also embark a military security team that is armed with everything from non-lethal deterrents to crew-served weapons.

MSC's piracy defense measures have protected MSC crews on a few occasions when would-be pirates have been turned away by flares or warning shots.

"Pirates are very risk averse, and when they realize that they are in danger themselves, they'll usually secure themselves," said Reece. "It's the belief of pretty much everybody that deals with piracy on a daily basis that the pirates are comfortable with their current business model, and they don't want to do anything that's going to kind of change the normal day-to-day business."

Even simple precautions can help prevent a pirate attack.

"The biggest thing a ship can do is have a diligent watch team," Reece said. "One of the stronger lines of defense in the absence of embarked security with weapons is somebody looking on the horizon. That's huge. The sooner you see them, the sooner you can do something about it."

MSC's Piracy Assessment Team is making sure that precautions, ranging from ensuring that staterooms have shatterproof glass, to outlining procedures crew members should follow if the ship is threatened, are in place so MSC ships are more able to fend off actual and potential pirate attacks.

While the piracy threat is likely to be a reality in the foreseeable future, MSC will continue to adapt to meet the challenges of the modern maritime environment.

Wally Schirra's namesake's Boy Scout troop visits ship

By Bill Cook
SEALOGLANT Public Affairs

Thirty-eight teenage Boy Scouts from Troop 36 of Oradell, N.J., climbed aboard a massive ship May 1. This ship held special significance for the troop as it was named after one of their own.

The crew of Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra hosted the Scouts and Scout masters at Naval Station Norfolk, Va., for two activity-filled days. Many of the crew members, who are Boy Scout veterans themselves, got the chance to show off their skills and equipment to the younger generation of Scouts.

The ship is named after Walter "Wally" Schirra, who was a member of Boy Scout Troop 36 in Oradell in his youth. Schirra went on to become a pioneer of the U.S. space program and was the only astronaut who flew missions in each of NASA's first three space programs: Mercury, Gemini and Apollo.

When Capt. Richard Cicchetti, Wally Schirra's civil service master, found out one year ago that Wally Schirra was a Boy Scout, he talked to the ship's chief cargo mate, Matthew Schwab, about the possibility of scheduling a ship visit for the troop to which Schirra once belonged.

Schwab, a New Jersey-native and former Eagle Scout himself, took the project to heart and began communicating with the leaders of Schirra's old troop.

The troop leaders responded enthusiastically. The original plan was for the troop to visit the ship when it docked at Naval Weapons Station in Earle, N.J., since it would be closer to home for the Scouts.

When the crew learned that the ship would not stop in Earle prior to its first



Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra Chief Cargo Mate Matthew Schwab is engulfed by eager-to-learn Boy Scouts from Oradell, N.J., Troop 36, the same troop to which the ship's namesake belonged decades ago. Thirty-eight Scouts enjoyed a number of activities planned by Schirra's crew members – many of whom, including Schwab, are former Boy Scouts – during the day and night they spent on the ship in early May.

deployment, the plan changed and troop members boarded a motor coach to the ship's operational port in Norfolk. Upon arriving, the Scouts and their leaders toured the ship before setting up tents on the ship's helicopter deck.

The Scouts rose with the sun and immediately began participating in a series of activities planned by Schirra's crew.

"You will learn throughout the day that we crew members are very much like your troop brothers," said Cicchetti. "We watch out for each other. We take care of each other and through teamwork, we accomplish our mission with integrity and honor."

The Scouts were guided by enthusiastic civil service mariner volunteers through activities such as 'safety of life at sea' demonstrations and a Merchant Marine Olympics.

The Olympic competition consisted of five stations, where Schirra's cadets and civilian mariners competed and demonstrated the actions necessary for the ship's operation.

The first two stations featured a demonstration of a heaving line rig-up and toss and a competition where participants stacked pallets onto a cargo net with the goal of scoring points for timing and proper rigging.

Schirra's communications officer and former Scout master, Peter Kruszka, helped the Scouts earn the Communications Merit Badge at the third station. Kruszka set up a communications suite to allow the boys to practice communicating with different offices on the ship.

The engine room was highlighted with a pipe fitting race administered by Spencer Johnston, Schirra's third assistant engineer and a former Eagle Scout, hosted the fourth station – a pipe-fitting race – in Schirra's engine room. The Scouts constructed pipes from pre-cut pieces of metal with the goal of making pipes able to hold air pressure for five minutes.

The last leg of the Olympics focused on safety and rescue. The boys learned how to use a self-contained breathing apparatus and a fire hose. A Gumby suit race culminated the event.

After a full day of activities, the Boy Scouts of Troop 36 were in awe of the ship and its crew.

"I've been on other big ships before, but I never realized how much work it is," said 13-year old Stephen Shuler, who is a third year Scout. "It was really great to see the engine room and the bridge. It must be fun to work on a ship like this."

The Scouts continued to rave about the ship on their way back to New Jersey.

"I know I've said it a dozen times over the weekend, but it bears repeating – the crew of Wally Schirra is one of the finest groups of people I've encountered in my travels," said the troop's Scout master, Michael Sharples, in a letter of thanks to Schirra's crew. "Words really don't do justice to the program that you guys set up for my boys. They raved about the ship and you guys for the entire eight-hour bus ride home."