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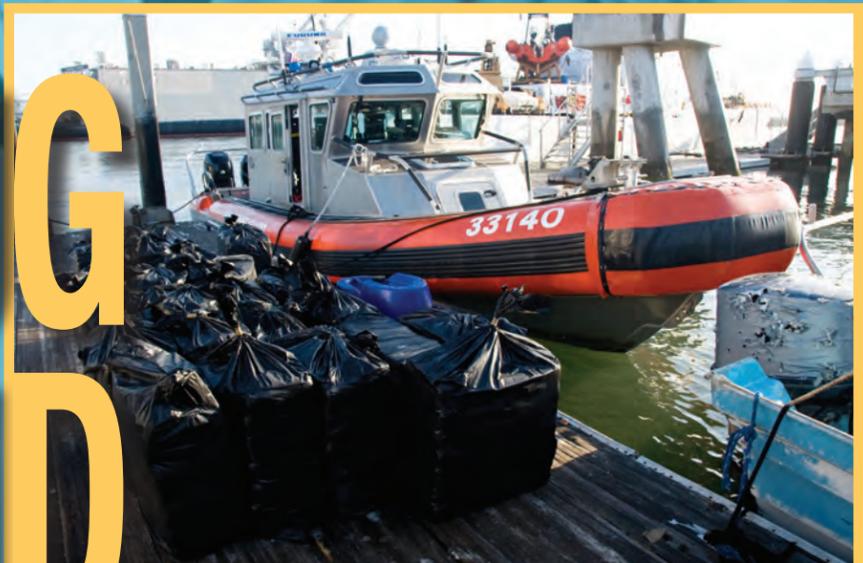
S.E.A.L.I.F.T

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

BUSTED!

Watchful eye from Guadalupe leads to

BIG DRUG RAID



U.S. Coast Guard photo by Petty Officer 2nd Class Henry G. Dunphy

INSIDE — New direction for merchant mariners in Navy Reserve • MSC delivers patrol boats to Iraqi navy

Alignment, payroll and afloat survey

Well, shipmates, the recession that began in 2007 and the slow recovery are finally reaching out and touching Military Sealift Command. It took a while to trickle down through the Department of Defense and Navy, but the impact is going to be felt here. Times are tough. That's the way it is.

Now we've got two options: React to whatever comes, and be changed by someone else, or be proactive and pursue effective change that we can help control. I choose option two. It gives us more time to make reasonable accommodations to the changes that are coming and allows us to make MSC a more effective and efficient organization.

Much of "big Navy" has adopted an organizational structure called Competency Alignment. All of the major commands that have adopted this structure have proven to be more flexible, agile and capable of performing ever-changing missions. I believe MSC headquarters can adopt this strategy successfully, and I believe we'll be better for it in the long run.

So, what does it mean to "align our competencies?" For those of you at sea, it should be transparent. The basic premise is to structure our shoreside functions, roles and responsibilities into "communities" that can provide the best services to meet mission needs. Our communities are our N-codes – for example N1 Personnel or N7 Engineering – where our people have the knowledge, skills and abilities to deliver the services needed by our program leaders. They support our ships at sea that deliver products and services to our customers in the Navy and throughout DOD. Our N-code leaders will have full responsibility to provide the best-trained workforce and mission-ready equipment to our program leaders.

If you look around today, you'll find small groups of people from engineering, information technology, contracting and all the rest of the N-codes scattered throughout the command. That's not a problem. The right people should be in the right place at the right time to make everything happen. But tying all of these professionals to communities so each group of professionals has standards, practices and processes that are common across MSC will inevitably lead to greater efficiency. It's not a major reorganization. It's just lining up everyone to perform the mission better.

The commands and outside organi-

zations that have done this in the past now have superior capabilities. These commands are able to execute their missions strongly, yet maintain highly-motivated people who have broad depth and background in multiple areas of expertise.

That's where I think shoreside MSC needs to go.

Make no mistake – MSC delivers today. We are one of the most cost-effective and capable elements of today's Navy. But, if we look closely, there's room for improvement. And every means we can find to make ourselves better – more effective and more mission capable – will help us offset the restraints and mandates that are coming our way from outside MSC.

For our shoreside employees: Talk with your supervisors about these concepts. Get familiar with the changes that will be coming. Remember, this isn't a major reorganization. There won't be any massive changes – no saber-rattling revolution. It's going to be more of an evolutionary change that will raise MSC's stature in the Navy higher than ever. In fact, we're not just aligning within the command. We're aligning with outside elements, too, to make our operations better for the Navy. Here's an example.

CIVMAR payroll transfer

Since 1991, the Defense Civilian Pay System has been the interface between 26 different accounting systems, providing payroll services for more than 1 million civilian employees. At the same time, the Defense Finance and Accounting Service, or DFAS, provides payroll services for more than 6 million DOD military members, including retirees and annuitants, and DOD civilian personnel, as well as many other executive branch cabinet-level departments.

CIVMARs, on the other hand, have been paid under the Unified CIVMAR Payroll System, which has become obsolete. Since the Secretary of Defense has directed a reduction in stand-alone systems, the move to DFAS for our CIVMARs is only logical.

The research on the move was essentially completed in April 2010 and addressed issues such as bi-weekly work schedules, annual leave ceilings, premium pay codes and rates, shore leave accrual and so on. The selection of DFAS as the preferred payroll services provider will result in standard-

ized civilian payroll processes with improved internal controls and reduced risk of payroll interruptions.

The next step is to establish a plan of action with milestones as MSC and DFAS develop and implement system changes. Then, after a mock conversion to work out the kinks, the system will go live sometime in the next two years. I know that sounds like a long time, but we're on track to make this happen.

DFAS Cleveland will become the CIVMAR payroll office, and MSFSC's payroll office will become the CIVMAR service representative office. They'll be responsible for assisting in resolution of pay matters; serve as the go-between with DFAS Cleveland for our CIVMAR shipmates; consolidate time and attendance data from the ships and pool, for delivery to DFAS; and resolve any data errors.

The transition over the next couple of years will be a collaborative effort between DFAS and MSC, and we'll keep you updated on progress and any requirements throughout the transition. This is a huge step forward toward automating your pay, allotments, tax withholdings and other financial accounting.

DEOMI Afloat Survey

The Defense Equal Opportunity Management Institute Afloat Climate Survey was sent to all CIVMARs at the beginning of July. (A similar survey was sent out in June for shoreside employees.) If you haven't already completed the survey, now is the time to do so. I need them all turned in by mid-August, so you still have time to complete the survey and send it in.

The last DEOMI survey was distributed in 2008, and results were published in Sealift in 2009. As a result of that survey, the N00H workforce group was established to work on the important issues you raised. For example, we got permission for CIVMARs to use Navy exchanges. The transfer of the CIVMAR payroll to DFAS is another issue that's being resolved, and the new CIVMAR leadership training seminars were the result of the earlier survey.

Now it's important to give you a chance to tell me if you think things have improved and what we should continue to work on. I'd rather come out to talk with all of you aboard ship

where you work – and will continue to do so – but I'm only one guy, and that's just not practical. So I sent you the survey instead. I need to get a fix on whether we're steering the proper course, and if there's plenty of good water under MSC's keel.

It will really help me if you answer the questions honestly, whether your answer is positive or negative. I can only address the issues that I know about, and that means I rely on you. The survey is set up so you and your answers will remain completely anonymous. You cannot be personally identified.

The survey takers asked me to remind you that for question six, please select "Federal DOD civilian employee" if you are a CIVMAR officer and "Federal non-DOD civilian employee" if you are not a CIVMAR officer.

Once again, after the collected data are tabulated, we'll release the results here in Sealift. Thanks for your help and honesty, shipmates. As always, thanks for what you do. Sail safe.

Yours aye,

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

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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 activates RRF ship to deliver Iraqi patrol boats

By Eric Katz
MSC Public Affairs

In a first-of-its-kind mission for a Ready Reserve Force roll-on/roll off ship, Military Sealift Command activated MV Cape Trinity in June to transport two 115-foot-long U.S.-built Iraqi patrol boats from Houston to Bahrain. The boats, delivered July 14 after a month-long journey, will join the Iraqi navy's growing fleet of patrol boats used to enforce Iraq's maritime sovereignty and security by patrolling the nation's coast and protecting its oil platforms.

Because the boats were designed to operate in coastal waters, they were not capable of making the 11,000-mile open-ocean voyage under their own power. MSC, which transported all but the first

of the now five patrol boats in Iraq, delivered its first boat in December 2010 and its second earlier this year. The previous two lifts were completed aboard MSC-chartered, U.S.-flagged commercial ships.

In accordance with Department of Defense policy, MSC sought a mission-capable, U.S.-flagged commercial ship to complete the latest delivery, but no such ships were available in the required timeframe. Consequently, MSC requested that the U.S. Transportation Command authorize the activation of the 634-foot-long Cape Trinity. Cape Trinity is one of 49 ships in the U.S. Maritime Administration's RRF. Ordinarily, these ships are kept in reduced operating status, maintained

by a small crew and are ready to get underway in five to 10 days. When activated, they fall under MSC's operational control.

"We specifically chose Cape Trinity in part because the ship was already in Houston in five-day reduced operating status," said Timothy Pickering, cargo project officer in MSC's Sealift Program. "We also recently completed a capabilities study that indicated the ship would be able to accommodate the two patrol boats on its weather deck."

TRANSCOM approved MSC's activation request June 2, and later that day, Cape Trinity's crew expanded and began the five-day activation process, completing it by 1 p.m. June 7. Load

Patrol boat story continued on Pg. 3

Patrol boat story continued from Pg. 2

preparations began June 9.

"The activation and on-load was accomplished with the utmost professionalism," said Tom Walters, MSC's transportation specialist who oversaw Cape Trinity's Houston loading process. "Although this was a new experience for the ship's operating company, everyone involved worked very well together, and the load went as planned." To accomplish the successful load, Walters, along with the assistance of MSC Atlantic's transportation specialist Joe Guivas, coordinated the efforts of the half-dozen organizations represented. These included the ship operating company under contract to MARAD to provide the ship's crew and port services, an independent marine surveyor, and engineers from both the Naval Sea Systems Command and the shipbuilding company that manufactured the boats.

Typically, MSC activates roll-on/roll-off ships like Cape Trinity for cargo transport when the ship can be tied up to a pier, enabling rolling stock like tanks and trucks to be driven up the ship's ramp and into the cargo holds on board. MSC last activated Cape Trinity in 2006 to deliver cargo in support of Operation Iraqi Freedom.

This time, however, the ship and its crew did something very different by carrying its specialized cargo on the weather deck, rather than in the interior cargo holds.

Instead of moving rolling stock up the ship's ramp, a shipboard crane lifted the boats out the water and into support cradles that Cape Trinity's crew had welded onto the ship's deck. Because the boats were lifted out of the water, divers were on scene to ensure the crane's lifting slings were in the right position under the patrol boats' hulls.

Once the cargo was completely secured and the independent marine surveyor certified Cape Trinity as seaworthy, the ship set sail June 11.

In Bahrain, Kirk Matthews, a marine transportation specialist from MSC Central, oversaw the boats' offload. After U.S. Navy and commercial representatives completed the patrol boat restoration work at



A crane loads two U.S.-built Iraqi patrol boats onto the Maritime Administration's Ready Reserve Force roll-on/roll off ship MV Cape Trinity, which Military Sealift Command activated for a month-long voyage from Houston to Bahrain. The boats are intended for use by the Iraqi navy to patrol the nation's coast and protect oil platforms.

the Bahrain port, U.S. Navy personnel and shipbuilder licensed captains delivered the boats to the Iraqi navy at Umm Qasr Naval Base. The boats, each crewed by 21 Iraqi sailors, will patrol the Iraqi coastline.

The sale of the boats is part of an

ongoing effort between the United States and Iraq to bolster security in the rebuilding nation. In total, the United States expects to sell and deliver 12 patrol boats to its Middle East partner under the auspices of the U.S. Navy's Foreign Military Sales Program.

U.S. Navy photo by Victoria DeLouise

New direction for merchant mariners in Navy Reserve

By Laura M. Seal
MSC Public Affairs

More than 200 midshipmen graduating from the U.S. Merchant Marine Academy in Kings Point, N.Y., raised their right hands and took the oath of office to become commissioned officers in the U.S. Navy Reserve June 17 – the first Kings Point graduates to do so since Military Sealift Command assumed new responsibilities for shaping the Reserve community of licensed merchant marine officers.

Just one week earlier, on June 10, a new Navy instruction took effect, replacing the long-standing Merchant Marine Reserve with the Strategic Sealift Officer Program, which includes nearly 2,400 Navy Reservists.

Like the MMR, the SSOP plays an important role in the U.S. national defense by providing the Navy with a pool of licensed merchant marine officers who have specialized maritime training experience in sealift, port operations and logistics.

However, the SSOP offers a broader, more clearly defined career path, and as a result, a better-prepared force of licensed merchant marine officers to the Navy.

Leading these changes to the community is Navy Rear Adm. Mark Buzby, commander, MSC, who, per the new instruction, is the flag sponsor of the SSOP. He also administered the oath, hand-delivered welcome aboard letters and gave initial assignments to the Kings Point midshipmen joining the program. In his new role, Buzby will guide and shape the SSO community while also advocating for it, ensuring that its officers have the experience, training, resources, opportunities and recognition necessary to be productive assets to the Navy.

"As a graduate of the USMMA, many of my classmates went into the MMR, so I've been associated with the program for



U.S. Merchant Marine Academy photo by Brian Ballweg

Navy Rear Adm. Mark Buzby, commander, Military Sealift Command, and new flag sponsor for the Strategic Sealift Officer Program, administers the oath of office to more than 200 midshipmen graduating from the U.S. Merchant Marine Academy in Kings Point, N.Y., June 17.

30-some years," said Buzby. "I saw that there was not much guidance, structure or feeling of community to the MMR."

With these changes, Buzby is happy to improve and invigorate the program.

"The whole idea of organizing the MMR into the SSO community was to really give it some structure, to give it more recognition and to better utilize this talent for Navy and joint support," said Buzby.

The officers in the SSOP fall into two categories: members of the Individual Ready Reserve, or IRR, and members of the Selected Reserve, or SELRES.

Most of the SSOP officers, about 2,100, are in the IRR and join a Reserve program immediately upon graduation from Kings Point or one of the six state maritime academies in return for a fully or partially subsidized education. These officers have a commitment that is a minimum of eight years, but do not

fill specific billets. Instead, their annual required service includes two weeks of active duty and a separate muster.

Under the SSOP, MSC will provide more structure to the IRR officers' two-week active-duty assignments each year, ensuring that officers participate in operations and exercises that will give them experience and training necessary to prepare for potential recall to active duty in times of crisis. In addition, MSC will increase the sense of community for the IRR, assigning each member to a detachment led by a SELRES officer-in-charge from the SSOP, providing regular contact and integration with the Navy at large by that leader.

"The new program gives an operational direction and allows a member of the community to know what to expect to be trained to do, and it also aligns a career path," said Navy Lt. Cmdr. Christopher

Cassano, a member of the IRR since 2000 who supports the SSOP.

The SSOP also includes 250 SELRES officers who fill specific Navy Reserve billets at either MSC or other Navy commands. These officers train one weekend every month, in addition to the annual two weeks of active duty. The primary change for the SSOP's SELRES officers will be an expansion in the types of billets they are able to fill as MSC negotiates with other Navy communities as to where an SSOP officer's unique capabilities and experience would be beneficial. This new initiative will integrate the SSOP officers into a broader range of relevant Navy communities, increasing understanding on both sides.

Navy Lt. Cmdr. Harry Elliott, a SELRES officer since 2003, sees this as an important part of the SSOP.

"There was a perception that Merchant Marine Reservists were a part of the Navy, but they weren't really part of the Navy," said Elliott, who first joined the MMR as a member of the IRR in 1999 after graduating from Kings Point. "This transformation will make Strategic Sealift Officers just like any other Navy officer, but with a very specific and unique skill set. We are first and foremost Navy officers."

The signing of this new instruction marks the beginning of a new era for the Navy Reserve and its cadre of officers with merchant marine training and experience.

"We're not done yet," said Buzby. "Step two is to get the career path formally established so that there are a series of jobs these young men and women can look forward to... Ultimately, I would love to see an SSO selected for flag rank some day."

Eric Katz, MSC Public Affairs, contributed to this story.

Words of W

“If you see something, say so

By Meghan Patrick, MSC Public Affairs

As the sun set over the Pacific Ocean near San Diego June 30, Military Sealift Command civil service mariner Able Seaman Batiste “BJ” Broadus stood on the bridge wing aboard a 677-foot-long MSC ship, using his binoculars to closely monitor the local boat traffic. The fishing and recreational vessel tempo was quickening with the onset of the long holiday weekend, even 20 miles from shore.

The radar aboard fleet replenishment oiler USNS Guadalupe had identified a small boat in the ship’s route about one hour before. The mate on watch, Third Officer John Jacob, was also on guard for small boat traffic as the ship transited toward its steambox, an area designated close to shore where the ship operates between duty assignments, often overnight.

Since October 2010, Guadalupe has served as MSC’s Southern California duty oiler, a role that involves sailing within the region daily to refuel the ships and train the crews of Navy and coalition ships operating there. That day, Guadalupe transferred 12,000 gallons of fuel to two Navy ships and was scheduled for sea qualification trials, or replenishment exercises, with MSC dry cargo/ammunition ship USNS Washington Chambers early the next morning.

As the last daylight faded behind the horizon, the small boat came into focus. Broadus noticed something peculiar. No one had switched on the boat’s evening lights. Even stranger was the absence of people in the uncovered vessel.

“We should have been able to see people moving about,” said Broadus, who has sailed with MSC for nine years. “It was a small panga boat, only about 25 feet long, from what I could see, and completely open.”

While the two other watchstanders, Ordinary Seaman Travis Laws and Able Seaman Frederick Beck, turned their attention to the small boat, Broadus notified Jacob, who summoned the ship’s civil service master, Capt. Robert Wiley, to the bridge to investigate.

“The situation raised several red flags,” said Jacob, whose 20-year MSC tenure helped him quickly assess the situation and respond appropriately. “We were worried that it was a medical distress situation; that someone may have suffered a heart attack while fishing or fallen overboard or something.”

When Wiley joined Jacob on the bridge, he assessed the situation himself.

“At first I thought the boat was a derelict, abandoned by its owners,” said Wiley, a 31-year MSC veteran. “It looked run down and empty. But I was also concerned that it might be disabled and in distress, so I directed the third officer to turn the ship around, so we could take a look.”

Jacob obliged and switched on the ship’s search light. A moment later, the boat took off at full-speed, headed offshore and still without lights.

“Now my interest was really piqued,” said Wiley, who called the U.S. Coast Guard to make a report and was told to call back on a secure line.

“When I got the Coast Guard on the phone, it was like talking to someone who thought they had just won the lottery,” said Wiley. “In the background I could hear major excitement in the command center.” Earlier in the evening, a commercial commuter pilot had alerted the Joint Harbor Operations Center of a suspicious boat transiting near San Clemente Island.

“The Coast Guard asked if I could follow the boat and track it, and to keep sending position reports,” said Wiley. “I agreed, and we were off.”

For the next 90 minutes, Wiley and his crew kept a distance three to four miles astern from the fleeing boat, and maintained radar contact. At approximately 9:30 p.m. a



Guadalupe’s vigilance leads to multi-million

Wisdom

Something"

Coast Guard cutter came on scene and let Wiley know, via radio, that this was the boat they were looking for.

"I continued to give them the boat's positions and vectors as the cutter shot off ahead," said Wiley. An MH-60 Jayhawk helicopter soon appeared overhead, and at around 10 p.m. the cutter and helicopter pounced and stopped the boat.

"After thanking us profusely, the Coast Guard told us we were good to go," said Wiley, who directed his 73-person crew to head in for the evening. "All were happy to help, but very curious about what had just happened," he said.

"At that point, we all felt like it was a big deal, but we didn't know for sure," said Broadus. Fortunately, he and his shipmates did not have to wait out the mystery for long. The facts were delivered via an early morning phone call from the Coast Guard to Wiley.

Broadus' hunch was on target as much as his first instinct when spotting the drifting boat. It was a big deal – 112 bales of marijuana big.

Upon seizing the boat, the Coast Guard team took two individuals into custody and discovered 1,200 pounds of marijuana on board, which has a San Diego street value of \$4.5 million to \$6 million, as reported by the U.S. Drug Enforcement Agency.

Guadalupe's boat chase led to another success. At 5 a.m. the morning after the first seizure, Customs and Border Protection and the Coast Guard seized another suspect vessel near Point Loma, Calif. Two boats – one Coast Guard and the other CBP – intercepted the boat, which appeared to be fleeing south,



U.S. Navy photo

and took two suspects into custody. Shortly thereafter, the Coast Guard boat recovered 21 bales of marijuana that the smugglers had jettisoned during the pursuit.

The four suspected smugglers, two smuggling boats and a total of 2,200 pounds – more than a ton – of marijuana were taken to San Diego, where they were turned over to the San Diego Marine Task Force. The collective street value of the marijuana seized from the two boats is \$8.5 million to \$11.5 million.

The crew of Guadalupe, meanwhile, began to receive recognition for their actions.

"The crew tracked the vessel until Maritime Unified Command assets were able to arrive on scene and seize the suspect vessel, which was found to be smuggling illegal drugs," wrote Coast Guard Capt. Sean Mahoney, in a Bravo Zulu message sent on behalf of the Coast Guard San Diego Sector. "This kind of outstanding operational success does not just happen, but is the result of sharp, diligent personnel and great cooperation."

Broadus feels honored to receive the attention, but stresses that all of his MSC shipmates, especially his fellow watchstanders, are alert every day and on every watch with the intent of identifying something out of the ordinary.

"We're always happy to do something beyond the call of duty, such as assisting the Coast Guard and being part of something positive like this," Broadus said. "It lets you know that all of the things you do, all of your thought processes while on watch, are important. Most of the time, you see nothing when you are on

"The crew tracked the vessel until Maritime Unified Command assets were able to arrive on scene and seize the suspect vessel, which was found to be smuggling illegal drugs."

U.S. Coast Guard Capt. Sean Mahoney, San Diego Sector

lookout. When something does happen, it's nice to know you're a part of resolving it."

Wiley is proud of his crew for following through with the Coast Guard instruction, "If you see something, say something."

"It's a big kudos to them, a junior officer and an able seaman, to have the instinct to know that one of the boats they were passing just wasn't right," said Wiley. "There's a lot of small boat traffic near San Diego, especially in the summertime, and it's not uncommon to see boats drifting while people fish or relax. But in this case, the routine was interrupted by someone saying this doesn't feel right. That's a credit to them."

Cover: Military Sealift Command civil service mariner Able Seaman Batiste "BJ" Broadus stands watch aboard MSC fleet replenishment oiler USNS Guadalupe off the coast of San Diego. The U.S. Coast Guard found 1,200 pounds of marijuana aboard a suspicious boat that Broadus spotted and reported, as well as an equal amount in a similar boat seized a short time after (Inset).

Background: Guadalupe conducts routine operations in the U.S. 3rd Fleet area of responsibility.

Top right: Civil service mariners (left to right) Ordinary Seaman Travis Laws, Able Seaman Frederick Beck, Able Seaman Batiste Broadus and Third Officer John Jacob stand aboard Guadalupe, MSC's West Coast duty oiler, in front of the San Diego skyline in July. These four CIVMARs were on watch June 30 when Broadus spotted the suspicious boat and they jointly responded to the situation.

Bottom right: Two panga boats used in a 2,200-pound marijuana smuggling attempt are moored alongside a Customs and Border Protection 39-foot Interceptor Class boat at a pier in San Diego, July 1. MSC CIVMARs working aboard Guadalupe assisted San Diego Maritime Unified Command in intercepting the boat pictured at left.



U.S. Coast Guard photo by Petty Officer 2nd Class Henry G. Dunphy

dollar drug bust

Annual conference maintains fleet readiness, continues to build friendships

By Sarah E. Burford
MSCPAC Public Affairs

In the Navy, as in life, you hope for the best, but plan for the rest. This truism becomes even more important at the international level among allies, where proper preparation can forge strong relationships to reach strategic goals.

Each year since 1981, representatives from the Republic of Korea and the United States have come together for the Annual Korean Flag Shipping Working Group Conference, which alternates between Korea and the United States from year to year. This year, 21 people from both countries met June 7-9 at Military Sealift Command Pacific headquarters in San Diego.

Tied to the 1953 Mutual Defense Treaty, the KFS program began in 1981 when the commander of U.S. Pacific Command and the ROK chief of naval operations signed a memorandum of agreement to strengthen

joint defense capabilities.

The KFS agreement allows MSC access to designated South Korean merchant ships in the event the ROK government declares a national emergency on the Korean peninsula. The 59 ships currently enrolled in the program include container ships, container break-bulk ships, roll-on/roll-off ships and petroleum-product tankers. If called upon these ships would augment the fleet maintained and controlled by MSC, which includes MSC government-owned ships, ships under long-term charter to MSC and the Maritime Administration's Ready Reserve Force ships, which are ordinarily kept in a reduced operating status. Two separate agreements make other MARAD-controlled ships and vessels from U.S. shipping companies available as part of the MSC-controlled fleet in times of need.

Ultimately, the KFS Program would be used to enhance Depart-

ment of Defense transportation support to U.S. military forces, including shipment of armored, tracked and wheeled vehicles, combat service support and sustainment supplies necessary for the defense of the ROK.

"We are ensuring that ships are ready to support the joint defense of the Republic of Korea," said Pat Tully, deputy director of MSC Joint Plans, Strategic Studies and Wargames Directorate. "Each and every year, we meet to review the program's progress and discuss upcoming needs."

During the conference, six Korean naval officers and members representing the ROK Navy and the ROK Ministry of Land Transportation and Maritime Affairs met with their American counterparts from MSC Far East, MSC headquarters, U.S. Forces Korea and the U.S. Transportation Command. The meeting was co-chaired by Navy Capt. Chip Denman, commander, MSCFE, and Capt. Seo Chun Taek, director, Logistics Plan Division, ROK Navy headquarters.

Conference attendees focused on several topics related to maintaining and upgrading the program's

capabilities. One important discussion centered on a review of the inspections and communication test performed on all 59 Korean ships during the past year. Every three months, one ship in the program is surveyed from bridge to engine room to ensure the ship is mission ready. In addition, all 59 KFS ships must test their communication systems, which is absolutely critical for the coordination of the ships if an emergency is declared. Looking toward the future, conference attendees also assessed the various types of ships currently enrolled in the program, evaluating them against the types of ships that might better suit tomorrow's marine transportation requirements.

Another important goal of the conference was to continue building upon the strong, historical partnership between the two long-time allies.

"These conferences are a great way of creating a working relationship with the ROK," said Denman. "Knowing the personalities before we are in a situation where we will need to put some of these plans into action can really make a difference in how smoothly things will happen when the call comes down."

HQ • HIGHLIGHTS

Jim Beliveau was selected as the deputy program manager of the Special Mission Program. Previously, he served as Special Mission Program assistant program manager.

MSC and the Seafarers International Union, or SIU, met June 6-9 at SIU headquarters in Camp Spring, Md., as part of negotiations to update Civilian Marine Personnel Instruction 610, "Hours of Work and Premium Pay." The MSC team included lead negotiator **Renee Desrosiers** and **Andrew Lefebvre**, maritime forces, manpower and management; **David Townsend**, office of counsel; and

Kathleen Giacalone, Military Sealift Fleet Support Command maritime forces, manpower and management. The subject matter experts were civil service master **Capt. David Gommo**, Chief Engineer **James Sullivan**, Purser **David Guilbert** and Assistant Yeoman Storekeeper **Susan Clayton**.

The parties reached agreements on unlicensed deck department and supply department work rules, as well as bonus provisions and compensatory time language. The language was simplified to ensure clarity and effective implementation.

MSC bids farewell to **Pedrito Acosta**,

maritime forces, manpower and management; Navy **Lt. Matthew Thomas**, operations directorate; **Christopher Webster** and **Mary Riley Huelbig**, engineering directorate; **Raji Kanth**, office of the comptroller; Navy **Cmdr. Robert McWhorter**, Naval Fleet Auxiliary Force; **Janet Noel**, Special Mission Program; and **Carl Welborn**, Sealift Program.

The command welcomes Navy **Senior Chief Petty Officer Jennifer Bamba**, maritime forces, manpower and management; **Alan Gibson**, logistics directorate; **Brian Brooks** and **Susan Alders**, com-

mand, control, communication and computer systems directorate; **Aaron Furman** and **Ashley Pensyl**, engineering directorate; **Crystal Dize**, strategic planning directorate; **Shannon Harper** and **Jennifer Wells**, Naval Fleet Auxiliary Force; and **Richard Carmack** and **Iben Gantt**, Prepositioning Program.

MSC headquarters regretfully reports the death of **Michael Alston**, a mechanical engineer in MSC's Prepositioning Program. Alston worked at MSC for 27 years.

ATLANTIC • LINES

Tom D'Agostino, director of ship operations at Military Sealift Command Atlantic's Charleston, S.C., office, assisted MSC large, medium-speed, roll-on/roll-off ship USNS Pomeroy load 1,391 pieces of Army cargo, totaling 285,384 square feet, from May 23 to June 10. D'Agostino attended MSC-chartered tanker MV Houston's discharge of 155,487 barrels of fuel June 7-8.

MSC participated in the redeployment of cargo from exercise African Lion 2011 in Tan Tan, Morocco. The cargo was off-loaded from large, medium-speed, roll-on/roll-off ship USNS Pililaaau in Norfolk, Va., June 23-27. The offload was a Joint Task Force-Port Opening Sustainment Exercise providing an opportunity for MSC Expeditionary Port Unit 109 to maintain its JTF-PO qualification.

During this joint operation EPU 109 worked with units from the U.S. Army – the 833rd Transportation Battalion, 597th Transportation Brigade and the Surface Deployment and Distribution Command. Seven personnel from EPU 109, two personnel from EPU 116, and three personnel from EPU 115 helped discharge the 676 pieces of cargo totaling 84,619 square feet from Pililaaau by providing logistics and husbandry ser-

vices, completing the offload June 25.

Members of MSCLANT's headquarters Reserve unit visited Maritime Prepositioning Force ship USNS Sisler in early June for an educational briefing on the platform's operational capabilities. Sisler's civilian master, **Capt. George Hynes**, conducted the tour. A retired Navy Reservist, Hynes showed the 14 Reservists the loading bays for all the vehicles, living areas, galley space and the bridge. He also explained the function of newly installed equipment and gave detailed information on Sisler's current mission and its differences from similar ships in the class.

The ship was recently converted to perform the Marine Corps prepositioning mission. Changes included a new paint job, modifying the stern ramp to accept amphibious assault vehicle operations and a significantly upgrading the flight deck, which included testing for day and night flight operations certification.

MSCLANT welcomes two new members. Navy **Petty Officer 2nd Class Ricky Carter** joins the staff duty office and will also assist in operations, and Navy **Lt. j.g. Jennifer Holland** joins the command as operations planning specialist.

PACIFIC • BRIEFS

Bruce Leach, MSC's representative in Seattle, Wash., attended an Exercise Turbo CADS, or Containerized Ammunition Distribution System, pre-loading meeting June 10 aboard MSC chartered dry cargo ship MV American Tern in Port Angeles, Wash. The meeting was an opportunity for the Army's Military Surface Deployment and Distribution Command, Naval Munitions Center Indian Island, MSC and American Tern to review a loading plan of 457 containers for delivery to Guam later in June. In addition, Leach discussed force protection issues related to the mission with the ship's master.

Phil Patton, MSC Pacific's force protection officer, served as a guest lecturer for an anti-terrorism/force protection class June 14. As part of the discussion, Patton participated in a question and answer session addressing policy and execution issues relevant to masters and chief mates.

Bernie Donathan of MSC representative Pearl Harbor conducted anti-terrorism/force protection spot checks June 9 aboard MSC rescue and salvage ship USNS Salvor and MSC fleet replenishment oiler USNS Henry J. Kaiser June 13 in Hawaii. Leach also conducted similar spot checks aboard MSC large, medium-speed roll-on/roll-off ship USNS Mendonca June 9 in Bremerton, Wash.

While deployed from late December to June 13, Kaiser served in support

of the USS Carl Vinson strike group in the Persian Gulf. Kaiser was joined on the deployment by MSC dry cargo/ammunition ship USNS Wally Schirra, marking the first time a West Coast carrier strike group was supported by a T-AO and T-AKE pair. Kaiser took on an increasingly demanding role during the deployment, becoming the sole Combat Logistics Force asset assigned to the strike group after Schirra remained in the U.S. 5th Fleet area of responsibility area in support of the fleet's request for forces.

MSCPAC gives its best wishes to Navy **Lt. Cmdr. Mike Ray**, MSCPAC chief staff officer, as he departs the command for his new assignment as executive officer aboard U.S. Navy amphibious Landing Platform Dock USS New Orleans. MSCPAC bids farewell to **Jim Frances**, SSU San Diego port engineer, on his retirement following 30 years of government service, nine of which were spent with MSC. The command also bids fair winds and following seas to Navy **Cmdr. Ray Franklin**, as he transfers to TRANSCOM to continue supporting MSC while serving in the Strategic Sealift and Prepositioning office.

MSCPAC welcomes Navy **Lt. Cmdr. Chad Trevett** as he temporarily assumes the duties as MSCPAC chief staff officer, and **Alfredo Soriano**, port engineer with the MSC Ship Support Unit San Diego.

FAR • EAST • HAILS

During a June 20 award ceremony held at Military Sealift Command Far East headquarters at Singapore's Sembawang Wharves, Navy Rear Adm. Tom Carney, commander of

Logistics Group Western Pacific and Task Force 73, presented MSCFE Commander Navy **Capt. Chip Denman** with a Meritorious Service Medal on behalf of



Crew members from Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra donate their time and money to a rural elementary school in Thailand, June 17. Above, Second Assistant Engineer Marco Cabiao, Navy Operations Specialist 2nd Class Ricky Williams, Able Seaman Terry Ostermyer, Army Sergeant Nicholas Yang, Able Seaman Ali Ubwa and Able Seaman Englebert Bautista pose with the 6th grade- recipients of new soccer balls and nets. Volunteers spent the day painting a science classroom, installing two dry erase boards, buying and eating lunch with the 340 students, and donating all of the equipment used in the repairs plus various school supplies and sports equipment.

EUROPE/AFRICA • NEWS

Military Sealift Command dry cargo/ammunition ship USNS Robert E. Peary and MSC fleet replenishment oilers USNS Big Horn and USNS John Lenthall continued to conduct underway replenishments in June supporting Operation Unified Protector, the NATO-led operation to protect civilians and civilian-populated areas in Libya.

Sealift operations in the Mediterranean were also busy during June. MSC Europe and Africa, the delivery agent for the Defense Logistics Agency-Energy office in Europe, continued to transport fuel products from Europe to the United States. Marine transportation specialists **Kathleen Pavarini** and **Matthew Sweeney** coordinated operations for more than seven commercial tankers for petroleum delivery in support of Operation Unified Protector and other European Command and Africa Command objectives.

Navy **Rear Adm. Brian LaRoche**, deputy commander, MSC, visited Naples, Italy, June 19-22. While there, he met with Navy Vice Adm. Harry B. Harris Jr., commander, U.S. 6th Fleet, and members of MSCEURAF. LaRoche also toured port facilities in nearby Gaeta, Italy, where MSC command ship USS Mount Whitney operates from.

Maritime Prepositioning Force ship USNS 2ND LT John P. Bobo played a vital role as a maritime interdiction operations target vessel during exercise Baltic Operations, also called BALTOPS, June 6-10. The annual exercise comprised maritime forces from 13 nations to promote mutual understanding, confidence, cooperation and interoperability among participants to counter threats to maritime safety and security and conduct joint peacekeeping and humanitarian responses.

Maritime Prepositioning Ship Squadron One hosted distinguished visitors aboard Bobo June 21, includ-

ing U.S. Ambassador Michael Polt, as well as several Estonian leaders, including the minister of defense, the minister of economics and communications, the chairman of the state of defense committee, a state defense committee member, the head of the rescue and crisis management department, the chief of defense, the commander of the Estonian navy and the chief of general staff.

While operating June 16 near the coast of Estonia, MPS Squadron One changed leadership when Navy **Capt. Ricks Polk** relieved Navy **Capt. Michael Ott** in a ceremony aboard Bobo, the squadron flagship.

MSC rescue and salvage ship USNS Grasp spent much of June in the Black Sea supporting U.S. 6th Fleet theater security cooperation initiatives. Grasp operated out of the port of Odessa, Ukraine, June 6-18, supporting Exercise Sea Breeze, during which 13 countries trained in counter-piracy training operations, non-combatant evacuation operations and visit, board, search and seizure training. Training specific to Grasp's capabilities included surface supplied diving techniques, equipment familiarization, underwater welding, salvage operations, ordnance identification and disposal, and side-scan sonar operations.

Grasp traveled from Ukraine to Constanta, Romania, to participate in Eurasian Partnership Dive 2011, an exercise aimed at improving diving interoperability and training, crewing and equipment capabilities with five other countries. Training included surface-supplied diving in the open sea and in a compression chamber simulator; review of recompression chamber treatment tables and of saturation diving capabilities; scuba diving; hull searching and mine explosive ordnance disposal response.

Navy **Rear Adm. Mark H. Buzby**, commander, MSC. The award recognized MSCFE's support of Operation Tomodachi, the U.S. Navy's humanitarian response to the devastating earthquake and tsunamis that struck northern Japan in mid-March. Buzby recognized Denman's leadership in overseeing disaster relief operations in support of the USS Ronald Reagan Carrier Strike Group.

Maritime Prepositioning Ship Squadron Three Commander Navy **Capt. Deidre McLay** visited Helen Reed-Rowe, U.S. ambassador to the Republic of Palau, in the capital city of Koror June 27.

"The squadron's presence at the Pacific island nation is a symbol of the continuing and strong relationship between the United States and Palau," McLay said.

McLay promoted the squadron's material officer, Navy **Lt. John Crowe**, to his present rank during a June 1 ceremony held aboard

squadron flagship USNS 1ST Lt. Jack Lummus. MPS Squadron Three welcomes Navy **Ensign Andrea Francis-Baptist**, who relieved Navy **Ensign Justin Bennett** as the command's supply officer.

Six National Football League cheerleaders from the Minnesota Vikings, Atlanta Falcons and the Phoenix Cardinals visited MSC Office Diego Garcia and Maritime Prepositioning Force ship USNS Seay June 30. First, the cheerleaders met MSCO Diego Garcia's commanding officer, Navy **Lt. Cmdr. Pat Haney**, and command staff members before heading to Seay, which was anchored in Diego Garcia's lagoon. Civilian master **Capt. Albert Bergeron** led the group on a tour of the ship.

MSCFE welcomes **Carl Welborn** as MSC Office Okinawa's new director. The command also welcomes administrative officer Navy **Yeoman First Class Sean Danyus** to MSCO Diego Garcia.

CENTRAL • CURRENTS

The first month of summer was busy for ships operating in the U.S. 5th Fleet area of operations. Logistics support provided by Military Sealift Command Central/Commander Task Force 53 enabled U.S. 5th Fleet combatants to stay at sea and focused on their vital missions. Naval Fleet Auxiliary Force ships in this region conducted 91 underway replenishments involving 49 different ships from 15 countries.

Crew members from MSC fleet ocean tug USNS Catawba demonstrated their proficiency by successfully completing a towing exercise in the Arabian Gulf with British Royal Fleet Auxiliary landing ship dock Lyme Bay

in early June. This training opportunity allowed Catawba's crew members to hone their skills while further strengthening ties to the British navy, a key U.S. strategic partner.

MSCCENT bids farewell to Navy **Lt. Ben Gainer** and Navy **Petty Officer 2nd Class Hugo Mancera**. Gainer moves to department head school en route to his next assignment on amphibious dock landing ship USS Pearl Harbor. Mancera is now with Fleet Air Reconnaissance Squadron Four in Tinker Air Force Base, Okla.

The command welcomes Navy **Lt. j.g. Victor Romanenkov**, previously of Naval Mobile Construction Battalion 11 in Gulfport, Miss.

COMPASS • HEADING

Andy Busk has been selected as the new class manager overseeing Military Sealift Command's dry cargo/ammunition ships and joint high-speed vessels. A 1992 U.S. Merchant Marine Academy graduate, he sailed for MSC and became chief engineer in 1999. As chief engineer, Busk sailed aboard seven MSC ships. Working for MSC ashore since 2006, Busk has managed a group of mechanical engineers, naval architects, electrical engineers and environmental protection specialists who provided technical support to MSC ships worldwide. Besides his knowledge of marine engineering, Busk holds a master's degree in business administration.

MSC dry cargo/ammunition ship USNS Charles Drew recently announced the promotion of Navy logistics specialists 2nd class **Colin Baily** and **Roberto Martinez**. A frocking ceremony was held June 3. Both sailors joined the Navy in 2008 and advanced their first time up for promotion consideration.

In mid-June, Military Sealift Fleet Support Command successfully passed an external review of the command's safety management and quality management systems conducted by American Bureau of Shipping auditors. From MSC headquarters, **Susan Roy** and **John Quandt**, strategic planning directorate, and **Fred Woody**, engineering policy branch head, were on hand as observers.

MSFSC congratulates six civil service mariners promoted to permanent master: Captains **Peter Long**, **John Pritchett**, **William Riley**, **Andrew Lindsey**, **James Driver** and **Patrick Christian**.

MSFSC welcomes **Becky Yates**, the next MSFSC command, control, communications and computer systems director. Yates has a master's degree with graduate certification in government acquisition and a bachelor's degree in computer networking.

MSFSC wishes fair winds and following seas to First Officer **Addison Burroughs**, Yeoman Storekeeper **Angelito Chavez**, Second Electrician **Edward Gallagher**, Yeoman Storekeeper **Jose Garcia**, Third Officer **Harold Johnston**, Chief Engineer **Patrick Murray**, Chief Radio Electronics Technician **William Phillips**, Second Assistant Engineer **Duane Sims**, Able Seaman **David Smith**, Second Assistant Engineer **Harold Wagstaff** and Human Relations Specialist **Charlene Pease** as they retire. The command thanks them for their many years of dedication to MSC. MSFSC regretfully reports the deaths of Able Seaman **Romeo Hernando** and Able Seaman **Robert D'Angelo**.

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

MSC ships practice maritime security in Phoenix Express 2011

By Kim Dixon
MSCEURAF Public Affairs

Defense of maritime security and deterrence of illicit trafficking at sea are missions at the core of the U.S. Navy's maritime strategy, and the Navy routinely trains for maritime interdictions of suspect ships. In June, two Military Sealift Command ships played the roles of suspicious target vessels during an annual multinational exercise.

Operating off the southwestern coast of Sicily, MSC Maritime Prepositioning Force ship USNS LCPL Roy M. Wheat and MSC fleet replenishment oiler USNS Big Horn joined seven other ships and various forces from 13 countries during the June 6-12 underway phase of exercise Phoenix Express 2011.

This year's annual exercise was the sixth of its kind, and it aimed to improve maritime safety and security in the Mediterranean Sea by increasing the ability of regional partners from Africa, Europe and the United States to work together at sea. Phoenix Express focused specifically on stopping the trafficking of illicit cargoes, including drugs, weapons and people.

Putting theory to practice, Phoenix Express conducted joint maritime interception operations with Wheat and Big Horn.

"Phoenix Express is an essential training exercise in the Mediterranean that fosters trust among allies and partners, leverages our combined maritime strength and promotes unity of effort to overcome common threats against our maritime security," said Navy Capt. Martin Beck, Task Force Phoenix Express 2011 commander.

Phoenix Express 2011 began May 23 at the NATO Maritime Interdiction Operational Training Center in Souda Bay, Greece, with classroom training for the multinational maritime interdiction, or MIO, boarding teams. Training focused on maritime interdiction operations and on medical re-

sponses for emergency first aid during interdiction.

MSC joined the exercise when Wheat arrived June 1 in Souda Bay for the pre-sail meetings. Big Horn arrived June 4, and all ships in port set sail June 6 for the exercise operating area off Sicily.

During the underway phase of Phoenix Express, the combined maritime operations center, located at Naval Air Station Sigonella, Italy, provided intelligence and command and control leadership from the task force commander to forces afloat.

At sea, Phoenix Express participants were involved in a series of scenarios that tested the MIO boarding teams' skills. Some scenarios focused on visit, board, search and seizure routines, some involving helicopters. Other parts of the at-sea exercises included force protection measures, search and rescue, replenishment at sea and towing.

Wheat and Big Horn, because they more closely resemble the commercial vessels that boarding teams may one day interdict, provided a crucial element of realism to the scenarios by playing the role of ships suspected of illicit trafficking.

For the exercise scenarios, Wheat and Big Horn were identified as target ships of interest, potential transporters of illegal materials. The commander of the appropriate surface action group then ordered an interdiction of the target ship by an MIO team.

"The task force ships would hail Wheat on the bridge-to-bridge radio, identifying themselves as naval ships, asking for information through the initial query process," said Navy Lt. j.g. Christopher O'Brien, the MPS Squadron One liaison officer to Wheat. "At the conclusion of the queries, the task force ships would



A member of the Greek navy maritime interdiction operations team searches Daniel Thacker, a U.S. Merchant Marine Academy cadet, aboard Military Sealift Command Maritime Prepositioning Force ship USNS LCPL Roy M. Wheat during Exercise Phoenix Express 2011. Wheat posed as a vessel suspected of illicit trafficking for the exercise.

request that Wheat slow her engines and maintain a certain course and speed and to prepare to be boarded by the MIO team."

As the MIO team proceeded to the target ships, the crew members of those ships mustered on the open-air bridge wing or on the flight deck. Once aboard, the MIO team secured the ship, verified the number of crew members, assessed the presence of weapons on board and looked at other documentation to establish the ship's history. In a real-world interdiction boarding, the next step would be to inspect cargo holds in a search for illicit materials.

Besides offering opportunities to gain expertise in interdiction operations, Phoenix Express also promoted regional partnership among the U.S., North African and European naval participants.

"The other nations we interacted with have a very good attitude, as far as seamanship goes," said Justin Feltkamp, a U.S. Merchant Marine Academy engine cadet serving on Wheat. "The language barrier we encountered

could sometimes be troublesome, but those from other countries we visited and the multinational sailors who came on board for training exercises were always very professional in their business."

Phoenix Express 2011 concluded June 14-15 in Augusta, Italy, with post-exercise briefings moderated by Navy Rear Adm. Kenneth J. Norton, U.S. Naval Forces Europe-Africa deputy chief of staff for strategy, resources and plans.

"The multinational relationships we are forming here are key," said Norton during the pre-sail meetings. Referring to Odyssey Dawn and Unified Protector operations in Libya, Norton said, "As we are seeing here today, the partnerships and friendships that we form during these types of exercises, we are able to apply in real-world operations."

MCI Edward Vasquez and MC2 Jeff Troutman, Navy Public Affairs Support Element – East Detachment Europe, contributed to this story.

Bowditch conducts joint oceanographic survey mission with Vietnam

By Edward Baxter
MSCFE Public Affairs

On June 21, an international team temporarily assigned to Military Sealift Command's oceanographic survey ship USNS Bowditch, completed a month-long, bilateral survey mission off the coast of Vietnam to search for U.S. military losses from the Vietnam conflict.

The historic mission was conducted by three personnel from the Hawaii-based U.S. Joint POW/MIA Accounting Command, or JPAC, and five personnel from the Vietnamese Office for Seeking Missing Persons. The team of eight embarked Bowditch with its crew of 24 U.S. merchant mariners who work for a private company under contract to MSC, plus 12 oceanographers and hydrographers who are routinely assigned to the ship from the Naval Oceanographic Office, or NAVOCEANO, a subordinate command of the Naval Meteorology and Oceanography Command that provides oceanographic products and services to the Department of Defense.

The mission was part of JPAC's continued efforts to locate, recover and iden-



Navy Rear Adm. Jonathan White, commander, Naval Meteorology and Oceanography Command, greets Hung Tan Viet, vice chairman of the Da Nang People's Committee, during a formal reception held June 21 aboard Military Sealift Command oceanographic survey ship USNS Bowditch.

tify U.S. service members unaccounted for from past conflicts. The expedition off Vietnam was the second JPAC-sponsored mission by a Pathfinder-class ship to Vietnam, following sister ship USNS Bruce C. Heezen's search for sunken U.S. aircraft in 2009.

"The synergy amongst the U.S. and Vietnamese teams has been superb,"

said Ron Ward, JPAC team leader embarked aboard Bowditch. "The Vietnamese government has been very flexible throughout the mission in allowing us to collect as much data as possible."

While operating off Vietnam, Bowditch deployed its embarked Hydrographic Survey Launches, or HSLs, which are 34-foot, 15,000-pound crafts

that resemble commercial yachts, but carry state-of-the-art survey equipment. Bowditch completed 15 survey missions off the coast of Da Nang City, Quang Nam, Thua Thien-Hue and Quang Tri provinces in deep and shallow waters.

"Our survey crew was eager to participate and very proud to execute this humanitarian mission along with our

Vietnamese colleagues," said Robert Delgado, the senior NAVOCEANO representative aboard Bowditch.

"This joint U.S.-Vietnam mission to investigate underwater crash sites is using one of naval oceanography's world-class survey ships to augment the efforts of JPAC," said Rear Adm. Jonathan White, commander, Naval Meteorology and Oceanography Command. "The level of cooperation is a great example of the strengthening relationship between our two nations."

Once all data has been collated, JPAC analysts, including underwater anthropologists, will review the survey results. If warranted, JPAC will schedule future underwater investigations to further define the nature of the targets of interest or conduct underwater recovery operations. Data collected from underwater surveys was provided to the government of Vietnam.

"For the crew of Bowditch, it has been a rewarding experience working with the JPAC and Vietnamese liaisons to complete a mission that has so much meaning to the American people," said Bowditch's civilian master, Capt. Mike Farrell.