

July 2011

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

## MSC in MOROCCO

Personnel working aboard Military Sealift Command Maritime Prepositioning Force ship USNS 2ND LT John P. Bobo add fenders to a small boat for personnel transfer after lowering it into the Atlantic Ocean near Morocco in early May. Bobo and two other MSC ships quickly changed plans for joint-exercise African Lion 2011 after weather conditions forced exercise planners to cancel a portion of the exercise.



Adapting to real-world  
change of plans

INSIDE — MSCPAC practices oil spill response in USCG tabletop exercise • Maritime Day 2011

# Making way on taking care of people

First of all, congratulations to the Equal Employment Opportunity staff of Military Sealift Fleet Support Command in Norfolk. They were selected as one of the Navy's 2011 Nathaniel Stinson EEO Achievement Award recipients. Named after the first EEO officer of the U.S. Navy, the awards have been given annually since 1993 to commands and activities to recognize exemplary achievements in implementing Navy civilian human resources policies and objectives in the areas of affirmative employment, human rights, EEO and human resources. Well done to Wanda Watson-Mays and her staff for the tremendous turn-around in the MSFSC EEO program.

Not to be outdone, MSFSC's Small Business program led by Sandra Tyree earned the Secretary of the Navy Office of Small Business Programs Director's Award for 2011. The award recognizes outstanding performance by a field activity in small business acquisition opportunities through exceptionally managed small business programs, challenging initiatives and collaboration with other acquisition elements. MSC is far and above the Navy's benchmark for small business contracts.

Well done, shipmates!

## N00H turnover

Chief Engineer Ray Blanchet has been the director of MSC's Human Resources Development Group at headquarters since last year, but he's headed back to sea. During Ray's watch, 23 of the original top 50 initiatives – identified by you as being crucial to your quality of life and work – have been worked to a solution.

One of the most significant was the creation of a leadership development training and coaching curriculum for civil service mariners in supervisory positions, both licensed and unlicensed. The training incorporates such topics as critical thinking, listening, innovation, communication and body language, and teamwork. Some of you participated in the pilot courses held in Norfolk and San Diego in May, and the feedback was overwhelmingly positive. We expect to bring the expanded three-day course on line in July.

Another initiative currently working will change the way CIVMARs are accounted for in the pools on the East and West coasts. The labor- and time-intensive paper



Military Sealift Command's Small Business Program is recognized for outstanding performance by a field activity through Military Sealift Fleet Support Command at a Pentagon ceremony June 13. Here, Secretary of the Navy Ray Mabus (far left) stands with (left to right) MSFSC Director Jack Taylor; MSFSC Small Business Program Manager Sandra Tyree; Assistant SECNAV for Research, Development and Acquisition Sean Stackley; MSC Commander Navy Rear Adm. Mark H. Buzby; and SECNAV Office of Small Business Programs Director Sean Crean.

exercise of physically signing in will be replaced by scanners reading your common access cards, or CACs. This should save you a lot of time. Field testing has begun.

Finally, under Ray's guidance, we've got a solid path established for providing individual, permanent MSC e-mail addresses for CIVMARs. We're trying to eliminate the confusion of changing your address every time you change ships or get a promotion. We'll let you know how that's going in a future issue of Sealift.

I wish Chief Blanchet all the very best as he heads back to sea; he made a real impact and had YOUR very best interests at heart in everything he did.

Capt. Bill Baldwin, who first sailed for MSC as a master in 1983, has come ashore to take over from Ray as head of N00H. Bill is a 1975 graduate of the U.S. Merchant Marine Academy at Kings Point. He's worked commercially and served aboard every class of fleet logistics ships that MSC sails, as well as some Special Mission ships. Most recently, he was commissioning master of dry cargo/ammunition ship USNS Matthew Perry, T-AKE 9.

Bill is a decorated mariner who has served ashore as an MSC port captain and as an exchange officer to the British Royal Fleet Auxiliary. Welcome aboard, Capt. Bill!

## DEOMI survey

I request your assistance in completing

the Defense Equal Opportunity Management Institute Climate Survey for MSC when you get the invitation. The ashore workforce version is ready now. The afloat version will be coming out soon.

The last time we conducted a command-wide survey was in 2007. MSC is a big organization and, despite my best efforts, I have not yet visited every ship and command in our fine fleet. I want to "take a fix" to ensure the proper course is being steered, and that there are no "shoals" or issues in the fleet that we are not addressing.

Understanding what you think about your job, your coworkers and your work environment is important to our future. The more of you who participate, the better our quality of data will be when it comes time to draw conclusions and make decisions.

Let me assure you that your responses will be completely anonymous. That is, you cannot be personally identified. As you complete the survey, please answer all questions honestly, whether your answer is positive or negative. I can only address issues when they are accurately identified, and that relies on getting honest answers from you. Many of the 50 initiatives N00H is working came from our last command climate survey.

## Merchant Marine Veterans

This year marks the 69th anniversary of the Battle of Midway, widely regarded as the turning point of World War II. I recently had the honor of addressing the national convention of the American Merchant Marine Veterans of the United States in Reno. These are guys who served back then, and did so proudly. It was a real privilege and honor to spend time with the 100 or so vets who were there; they had some great stories to tell about sailing ammo ships and gasoline tankers across the North Atlantic while braving the U-boat threat. Some of them spoke of being torpedoed two and three times, but always heading right back to sea. Why? "That's what we did – we delivered – no matter what," they said.

Imagine the smiles that came across their faces when I told them about all of the fuel, ammunition and other support that you continue to carry around the world every day, and that our motto is "MSC Delivers." One hundred brave Americans

went home that night confident that you were upholding the proud legacy that they and many of their departed shipmates courageously established 69 years ago. Thank you for carrying on a proud tradition.

Sail safe, and 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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**DEOMI**  
DEFENSE EQUAL OPPORTUNITY MANAGEMENT INSTITUTE  
Organizational Climate Survey (DEOCS)

Time Left: 00:55:22

Survey Completion Scale

**PART I**  
YOU NEED NOT HAVE PERSONALLY SEEN OR EXPERIENCED THE ACTIONS. During your last 30 workdays at your duty location what do you estimate the chance that the action below COULD have happened? If you are a member of a Reserve or National Guard unit or are a part time employee, "your last 30 workdays" refers to the last 30 days you spent at your unit (not necessarily that past consecutive 30 workdays).

1. A person told several jokes about a particular race/ethnicity.

Very high chance  
 Reasonably high chance  
 Moderate chance  
 Small chance  
 Almost no chance

<<Previous      Next>>

Sample screenshot from an online survey by the Defense Equal Opportunity Management Institute. All MSC employees are encouraged to participate.

# Ericsson crew rescues five in Solomon Sea

By Edward Baxter  
MSCFE Public Affairs

Civil service mariners aboard Military Sealift Command fleet replenishment oiler USNS John Ericsson rescued five people lost at sea in a small boat near the Solomon Islands May 18.

Ericsson was operating in the Solomon Sea in support of Pacific Partnership 2011, the U.S. Navy's annual civic and humanitarian mission in Oceania and Southeast Asia. The ship had just replenished amphibious transport dock ship USS Cleveland May 17 when the maritime rescue coordination centers in Australia and Papua New Guinea notified Ericsson's civil service master Capt. Richard Kirk to be on the lookout for a missing commercial vessel from the Solomon Islands.

At about 8 a.m. the following morning, MSC civil service mariner Ordinary Seaman Tyrone Mouzon spotted a small boat about a mile off the ship's stern.

"I could see people aboard waving frantically," Mouzon said. "One was waving a large yellow rag, while the others waved their arms above their heads." Mouzon notified the ship's watch officer, Third Mate Timothy Gervais, who then informed Kirk, who ordered his crew to render assistance immediately.

"Visibility at the time was very limited by rain squalls, so it was very fortunate that the mate on watch spotted these commercial sailors," said Kirk.

As Ericsson approached the scene, Mouzon observed crew members aboard the boat start their outboard motor, an emergency measure, so the boat could approach Ericsson under its own remaining power, using its last gallon of gasoline.

"The boat was only about 20 feet in length, but it seemed like it was in fairly good condition," said Gervais.

Once the boat was safely secured alongside Ericsson, crew members brought the Solomon Islands sailors on board.

"They were all mildly dehydrated, but otherwise in good condition," said Ericsson's medical officer Ariel Quicho who examined each rescued sailor. Once cleared, they took hot showers and ate cheeseburgers prepared in the ship's galley.

The five sailors were transiting between the Solomons' Nissian and Bougainville islands, about 40 miles apart, when they became disoriented by bad weather and heavy seas, spending two nights and three days lost more than 35 miles out to sea.

"They had no food and just a small amount of water they collected when it rained," said Kirk.



U.S. Navy photo by MC2 Michael Russell

Military Sealift Command fleet replenishment oiler USNS John Ericsson operates alongside Navy amphibious transport dock ship USS Cleveland for a replenishment at sea during Pacific Partnership 2011 in the Solomon Sea May 17, less than a day before rescuing five Solomon Islands natives stranded at sea.

Ericsson's crew salvaged the small boat by placing a large net underneath the vessel, lifting it out of the water by using the ship's crane, and securing the boat to the side of the ship for transport. Ericsson then made the short transit to Bougainville Island to repatriate the five commercial sailors and their vessel.

Ericsson, one of MSC's 15 fleet replenishment oilers that deliver

aviation and diesel fuel to U.S. and coalition Navy ships at sea, continued to Guam for a scheduled port visit to take on fuel and supplies.

"The crew responded without hesitation and in a very professional and smooth manner," Kirk said. "Due to the efforts of the seasoned professionals aboard, we had the rescued crew sighted, aboard, and repatriated ashore within five hours."

## MSCPAC trains in California oil spill tabletop

By Sarah Burford  
MSCPAC Public Affairs

Catastrophic oil spills such as the Exxon Valdez grounding in Alaska in 1989 and the Deepwater Horizon oil spill in the Gulf of Mexico in 2010 are reminders of what can go wrong when oil is transported by sea. Moving fuel is a hazardous business, with the potential for major damage to delicate ecosystems. Crews aboard Military Sealift Command fleet replenishment oilers, dry cargo/ammunition ships and both government-owned and chartered tankers are reminded of this fact almost daily as they move fuel around the world in support of Department of Defense missions. While getting much-needed fuel to ships and planes is at the forefront of MSC's operational requirements, so is protecting the world's ocean waters and shorelines.

Going green has become a way of life around the world, especially in Southern California, where protecting miles of sandy beaches and blue-green ocean is part of the local culture. There, MSC joined forces with 27 other federal and state agencies, as well as private businesses, to test spill-response skills at the U.S. Coast Guard's 2011 San Diego National Preparedness for Response Full-Scale Exercise, held May 10-12 in Carlsbad and Oceanside, Calif.

More than 200 participants from both government and private sectors, including eight people from MSC Pacific and four from MSC headquarters, took part in the tri-annual tabletop and equipment demonstration exercise which is part of the San Diego Preparedness for Response Program. This program seeks to validate the effectiveness of the San Diego Area Contingency Plan to satisfy mandated federal oil pollution response requirements.

Presentations given on the first day

of the exercise, held at Oceanside City Hall, familiarized participants with the attending organizations, as well as spill clean-up methods.

Later that afternoon, participants moved to the NRG Cabrillo Power

Plant in Carlsbad for an equipment demonstration including the deployment of a boom, a floating barrier that can help contain an oil spill. Oil skimmers, which can remove contaminants from the surface of the water using a

sump pump system, were also shown to the participants.

Days two and three were devoted to the full-scale tabletop exercise, held at the Quantum Learning Network Conference Center in Oceanside.

The exercise began with Coast Guard facilitators handing out written scenarios to each of the 200 participants already separated into different groups with roles such as salvage, logistics, operations, situational awareness, environmental, legal and finance. All of the groups, with exception of the public affairs team and the most senior participants, sat at the same table in a big, open room.

The tabletop exercise focused on a simulated collision 25 miles off the coast of Southern California between commercial tanker Nassau Voyager and MSC fleet replenishment oiler USNS John Ericsson. The hypothetical spillage was a mixture of crude oil from the tanker and F-76 and JP-5 fuel from Ericsson totaling 111,405 barrels of oil. The real Ericsson ship and crew played no part in the tabletop exercise, as they were forward-deployed to Guam at the time.

As new scenarios – developed by 20 people sitting in a separate 'white cell' – were intermittently injected throughout the course of the two days, the exercise tested the participating organizations on areas of notification, staff mobilizations, volunteer coordination and information management. The mock scenario gave participants an opportunity to experience the myriad of challenges they would face if such an oil spill occurred. The test case also gave them the chance to learn about and understand the roles of the many federal and state agencies that would play in the response effort.



U.S. Navy photo by Sarah Burford

An oil spill containment boom is deployed as part of the equipment demonstrations coordinated by the Commander Navy Region Southwest Port Operations Spill Response Team during the first day of the 2011 National Preparedness for Response Exercise in Carlsbad, Calif., May 10-12. Military Sealift Command Pacific joined 27 agencies for an exercise scenario of an oil spill between a commercial tanker and an MSC ship.

Exercise story continued on Pg. 8



# “SEMPER”

**By Kim E. Dixon**  
**MSCEURAF Public Affairs**

Plans were solidly in place: Three Military Sealift Command ships and hundreds of MSC personnel were scheduled to perform a Joint Logistics Over-the-Shore, or JLOTS, operation May 3-19 in support of African Lion 2011 off the coast of Morocco. MSC's mission was to deliver Marine Corps combat equipment and supplies from ship to shore in support of the joint bilateral exercise, intended to build partnerships and pursue sustained security engagement with the Royal Moroccan armed forces. JLOTS would mark the official launch of the exercise, enabling hundreds of thousands of square feet of military cargo to be off-loaded at sea onto motorized barges, called lighterages, and ferried to troops ashore.

JLOTS is ideal for delivering out-sized equipment like tanks, trucks and other wheeled and tracked vehicles, as well as containerized supplies, to war-torn or otherwise damaged coastal areas where sophisticated ports and the associated infrastructure do not exist.

MSC's Maritime Prepositioning Ship Squadron One, ordinarily operating out of the Eastern Atlantic Ocean and Mediterranean Sea, was prepared to take a central role in the exercise. The squadron commander, Navy Capt. Michael Ott, was designated as the commander of JLOTS Task Force Maritime. The Navy Support Element was made up of sailors from Naval Beach Group Two, Navy Cargo Handling Battalion One, Assault Craft Unit Two, and Amphibious Construction Battalion Two, all aboard Maritime Prepositioning Ship USNS 2ND LT John P. Bobo; large, medium-speed roll-on/roll-off ship USNS Pililaau; Reserve component members from Navy Reserve MSC Europe and Africa Headquarters units; and MSC expeditionary port units 104, 105, 107, 109 and 110 from Baltimore, Syracuse, N.Y., Wilmington, Del., Raleigh, N.C., Jacksonville,

Fla. and Houston, Texas.

As Ott and his task force geared up for significant deliveries of combat gear from ship to shore, other facets of African Lion were in motion. Moroccan armed forces were conducting various types of military training, including command post, live-fire training, peacekeeping operations, disaster response training, aerial refueling and low-level flight training. A medical, dental and veterinarian assistance project and an exercise-related construction project ran concurrently with the training.

By May 4, more than 2,000 U.S. service members and 900 members of the Royal Moroccan armed forces had come together off the coast of Morocco. Bobo and Pililaau had arrived at the southern Moroccan port of Tan Tan after traveling from Norfolk and Newport News, Va., while MSC high-speed vessel HSV 2 Swift came on station from the European theater.

### **The Tides Change**

But Mother Nature abruptly changed the exercise plans when sustained 10- to 14-foot ocean swells developed, forcing the cancellation of the JLOTS portion of the exercise. The high seas made it unsafe to operate the lighterage, which are used to stage the cargo and transport it ashore.

Not to worry. Exercise participants did what the U.S. military always does: adapt and overcome. The unofficial maxim of operations prevailed: "Semper Gumby," meaning "always flexible." The saying evolved from the children's character of yesteryear, a malleable clay figurine.

The new plan was to move Pililaau from the austere southern Moroccan port of Tan Tan 150 miles to the northern Moroccan port of Agadir, where there was an established pier that was large enough for the ship to conduct a pierside offload of the 409 pieces of Marine Corps equipment needed to conduct the exercise. Bobo had been scheduled to offload a nominal amount of cargo to meet the JLOTS certification limit, but since a ship-to-shore movement did not happen, there was no need for Bobo to offload so the ship quickly assumed the role of command ship for the Pililaau offload.

"With JLOTS cancelled, the operating environment was now much closer to what an actual operating environment would have been like," said Navy Lt. Cmdr. Hugh Moore, a Reserve component member of MSC EPU 110.

The Joint Task Force commander, Navy Capt. Clay

Saunders, from U.S. Naval Forces Africa, brought two MSC Reserve component members onto his staff to assist in executing the contingency plan, the pierside offload from Pililaau.

"We were able to give them [the joint task force] information to support planning by knowing port operations, knowing the vessels and just asking the questions of what the joint task force needed to have done so we could know if we could accomplish the mission on time," Saunders said.

Navy Cmdr. Don Babcock, another merchant marine officer also from Navy Reserve MSC Europe and Africa Headquarters unit, conducted a physical port assessment and directed where Pililaau's ramp and lines needed to be placed to ensure a successful offload. He also worked with the Moroccan government in his efforts.

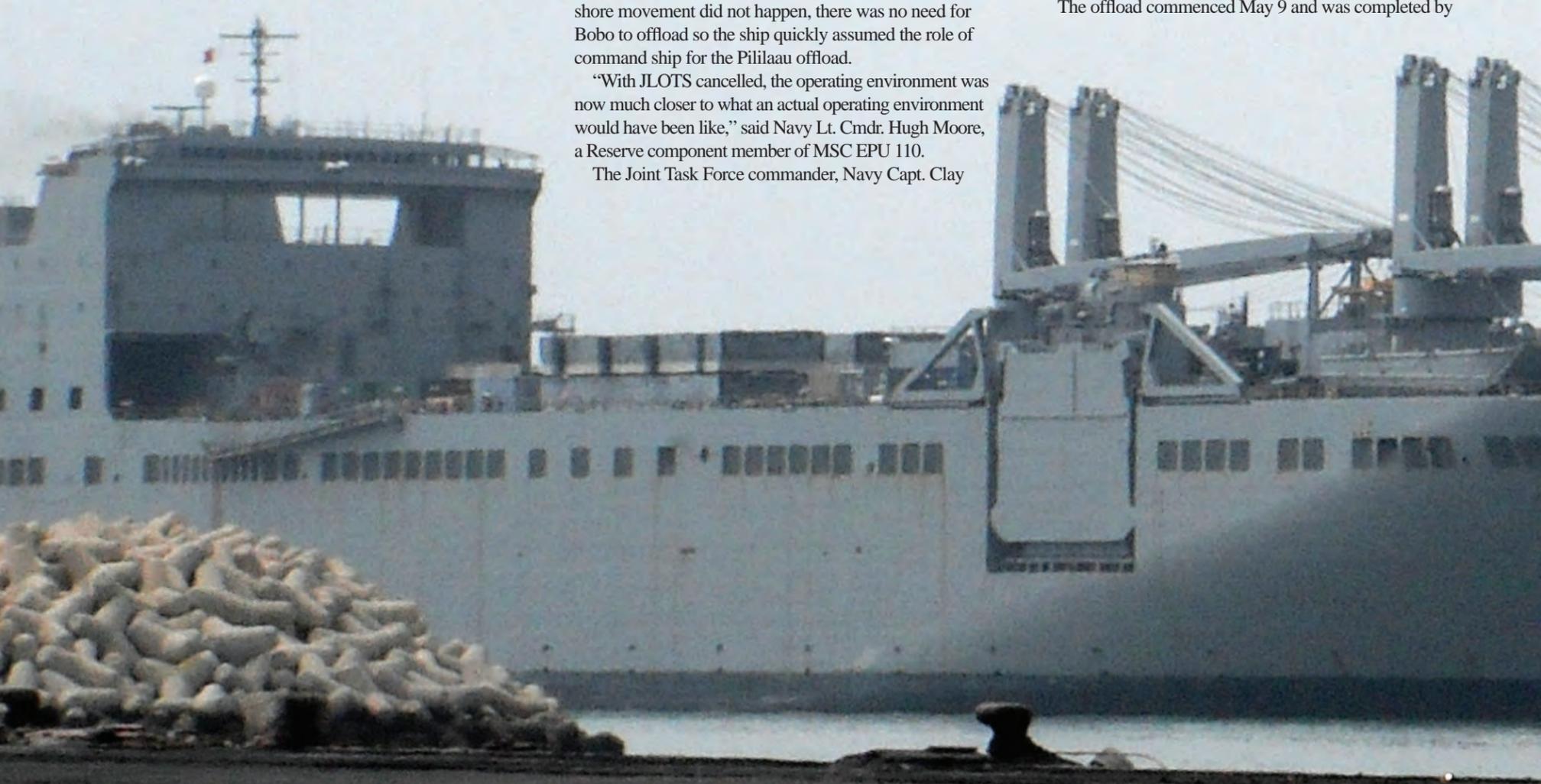
Under the new operational plan, the maritime assets sailed from the port of Tan Tan to Agadir, where Pililaau off-loaded military equipment. With the help of the U.S. Army's large tug USAV Winfield Scott, Pililaau became the largest ship to moor pierside in Agadir.

As cargo was offloaded, the personnel supporting the Joint Task Force-Port Opening, or JTF-PO, were responsible for tracking the discharge of the equipment from the ship and its deployment. MSC Navy Reserve component members assigned JTF-PO duties worked alongside their Army brethren from the 690th. The Reserve members had been scheduled to assist with the JLOTS offload and quickly adapted to help with the new situation.

"Our MSC elements provided valuable input to the Army element on how to manage the ship discharge," said Smith. "We combined an MSC operation with an Army operation."

"My job was preparing the documentation, inventorying every single piece of equipment that came off the ship," said Navy Boatswain's Mate 3rd Class Christine Diane Queen, from Expeditionary Port Unit 109. "We tracked everything from Humvees and tracked vehicles to 20-foot conex boxes."

The offload commenced May 9 and was completed by

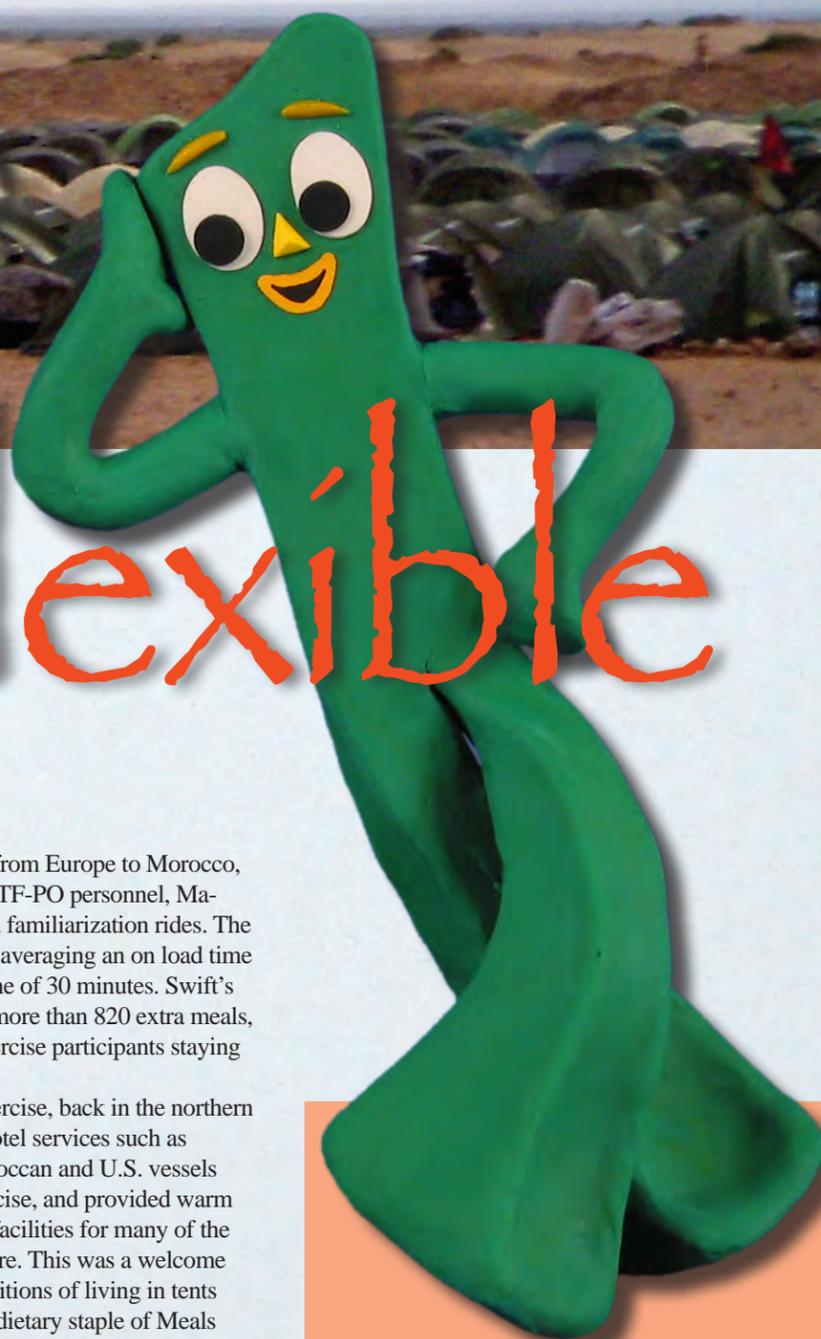


Banner photo: U.S. participants in joint exercise African Lion 2011 pitch camp in southern Morocco. Many of those ashore were provided with warm showers, laundry facilities and hot meals by Military Sealift Command Maritime Prepositioning Ship USNS 2ND LT John P. Bobo.

Background photo: MSC large, medium-speed, roll-on/roll-off ship USNS Pililaau arrives at the pier in Agadir, Morocco, to offload combat equipment and supplies for African Lion 2011. Inclement weather prevented the offloading of cargo onto motorized barges at sea near the undeveloped port at Tan Tan, Morocco, for movement ashore for the land portion of the exercise.

# GUMBY™

# Always flexible



May 12. Personnel aboard Bobo continued to maintain command and control of the offload from offshore.

With the Pililaa cargo off-loaded, the next challenge was transporting the equipment nearly 150 miles south to the African Lion ashore exercise area at Camp Draa, near the port of Tan Tan. MSC took the stage again, this time with high-speed vessel Swift, which was in theater after moving personnel and equipment from Europe to Africa for the exercise.

Swift's maneuverability and size – one-third the length of Pililaa and half the size of Bobo – made it the only vessel of MSC's three exercise ships capable of entering Tan Tan's small pier. Therefore Swift made four round trips between Agadir and Tan Tan, transporting 33 percent of the exercise cargo – 826.5 tons – to the necessary destination. The remainder was moved via ground transportation using Moroccan highways.

"We take pride in completing the assigned task," said Navy Lt. Cmdr. Kenneth Creameans, the officer-in-charge for Swift's Gold Crew. "The Swift team is made up of 34 highly-skilled contract mariners and active duty Navy members. This African Lion exercise allowed our team to show just how efficient and effective the unique attributes of the high-speed vessel platform can be to the mission. It was a little like the movie Groundhog Day, one port in the evening and the other in the morning, but it goes by fast when you average between 28 and 32 knots."

### Flexibility

In addition to pinch-hitting and moving exercise cargo, Swift made 243 passenger transfers with 20 visits to four ports during the length of the exercise. Starting

with its movement of personnel from Europe to Morocco, Swift also transported assigned JTF-PO personnel, Marines and soldiers, and conducted familiarization rides. The ship traveled nearly 7,500 miles, averaging an on load time of 84 minutes with an offload time of 30 minutes. Swift's steward department also served more than 820 extra meals, a welcome relief to the many exercise participants staying in tents in the Moroccan desert.

In addition, throughout the exercise, back in the northern port of Agadir, Bobo provided hotel services such as potable water to the smaller Moroccan and U.S. vessels operating in the area for the exercise, and provided warm showers, hot meals and laundry facilities for many of the Marines and sailors berthed ashore. This was a welcome break from the normal field conditions of living in tents without air conditioning and the dietary staple of Meals Ready to Eat, or MREs.

### Success

Despite the weather, the switch to a contingency plan and the geographic challenges of distance to the exercise, the equipment was successfully discharged and delivered to the customer, the military members participating in exercise African Lion.

"The key to all of it for this particular exercise was flexibility," said Smith. "Doing JTF-PO as a joint operation; being flexible in not knowing where we were going to sleep – on the ground in sand and rocks, in tents or overnight on the Swift – flexibility and patience were the keys."

Meghan Patrick, MSC Public Affairs; Navy Lt. j.g. Christopher O'Brien and Ensign Dan Hinkley, MPSRON ONE, contributed to this story.

Although the affectionate motto *Semper Gummy* evolved during the past few decades, Gummy's association with the military goes back much further. Art Clokey, Gummy's creator, served in military photo reconnaissance during World War II, debriefing pilots flying over the European theater. Clokey's son, Joe Clokey, said that Gummy represents what the military is all about. "You have to be flexible on any mission you're on," he said. "That flexibility is enthusiastically captured in the *Semper Gummy* motto. Gummy also has good character, which is important."

Graphic courtesy of Fremma Toy Co. (Copyright 2011)



U.S. Navy photo by Navy Lt. Cmdr. Hugh Moore

MSC Reservists from expeditionary port units 104, 105, 107, 109 and 110 stand in front of MSC high-speed vessel HSV 2 Swift in Tan Tan, Morocco, in May.

## COMPASS • HEADING

T-AKE Class Manager **Frank Cunningham** became director of Military Sealift Fleet Support Command's Afloat Mariner Management Department June 6. **John Harold** temporarily assumed T-AKE class manager duties during the recruitment process for a permanent replacement.

MSFSC congratulates dry cargo/ammunition ship USNS Matthew Perry sailors who became Surface Warfare qualified: Navy **Ensign Alexandra Deguzman**, Navy **Logistics Specialist Chief Vanessa Campbell** and Navy **Logistics Specialist 1st Class Rene Macias**. Navy **Logistics Specialist 1st**

**Class Terry Freaney** and Navy Operations **Specialist 2nd Class Byricus Tyson** both re-qualified.

MSC fleet replenishment oiler USNS Rappahanock provided underway replenishment training to the contract mariner crew aboard USNS Observation Island, one of two MSC missile range instrumentation ships, while both ships were off the coast of Japan. Due to its unique mission and solitary transits, Observation Island is rarely in the company of another ship. Rappahanock's civil service mariner crew members received kudos from MSC Special Mission Support Office Director **Dean Demetriou**.



Military Sealift Fleet Support Command Director **Jack Taylor**, MSFSC Deputy Equal Employment Opportunity specialist **Lisa Harvey**, Deputy Assistant Secretary of the Navy for Human Resources **Patricia Adams** and MSFSC EEO Director **Wanda Watson-Mays** pose with the 2011 Nathaniel Stinson Award June 7. **Adams** presented the award for exceptional EEO achievement to **Taylor** and **Watson-Mays** during the Navy's annual Senior Executive Status conference at the Washington Navy Yard.

## HQ • HIGHLIGHTS

Military Sealift Command's Small Business Program received two awards May 17 at the Department of Defense Small Business Training Conference in New Orleans. The first award reflected the command's success in exceeding the 23 percent federal goal for contract dollars awarded to small businesses. MSC's subordinate command, Military Sealift Fleet Support Command, accepted the other award for exceeding federal goals for contracts awarded to small businesses. MSFSC also exceeded target goals for contract dollars awarded to small disadvantaged businesses and businesses operating in historically underutilized business zones.

On June 13, MSC's Small Business Program was once again recognized, this time through MSFSC, with the Secretary of Navy Office of Small Business Programs Director's Award. The award recognizes outstanding performance by a field activity that created a climate resulting in the advancement of small business acquisition opportunities

through exceptionally managed small business programs, challenging initiatives, collaboration with other acquisition elements and made significant contributions to the Navy. The award was presented at the Pentagon to MSFSC Small Business Program Manager **Sandra Tyree** and MSFSC Director **Jack Taylor**.

MSC and the Marine Engineers' Beneficiary Association met May 23-25 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 **Capt. David Gommo**; Chief Engineer **James Sullivan**; and pursers **Wendy Richards** and **David Guilbert**. The parties reached an agreement on audit of premium pay, shifting ship and engine

"By all accounts, the training was a huge success and well received by the Observation Island crew," Demetriou said. "Though we seldom get the opportunity to train, it is an important capability in supporting the ship's mission, which often includes long underway periods in remote locations. I truly appreciate the time and effort put forth by the Rappahanock crew to help support the mission of the USNS Observation Island."

The Department of the Navy's Equal Employment Opportunity and Diversity Management Office announced MSFSC as a 2011 Nathaniel Stinson Award recipient. The awards recognize exemplary achievements in implementing Navy civilian human resources policies and objectives in the areas of affirmative employment, human rights, EEO and human resources. The award was presented to MSFSC Director **Jack Taylor** and MSFSC EEO Director **Wanda Watson-Mays** by Patricia Adams, the deputy assistant secretary of the Navy for human resources, at a ceremony during the Navy's annual Senior Executive Status conference held at the Washington Navy Yard Catering and Conference Center June 7. MSFSC Deputy EEO specialist **Lisa Harvey** was also in attendance for the ceremony.

MSFSC wishes fair winds and following seas to civil service master **Capt. Dan O'Brian**, First Officer **Richard Buchanan** and Third Assistant Engineer **Jose Nieves** as they enter the retirement roles.

MSFSC sends condolences to the family of Able Seaman James Wells, who passed away May 23.

For more MSFSC and civil service mariner news, view the on-line newsletter at [www.msc.navy.mil/msfsc/newsletter](http://www.msc.navy.mil/msfsc/newsletter).

officer work rules. The engine officer language was simplified to ensure clarity and effective implementation.

MSC headquarters personnel celebrated Asian-Pacific Islander Heritage Month May 26. Events included dance performances by the FIL-AM Dance Ensemble and a martial arts demonstration by **Anthony Clark**, operations; and **Frank Shukis** and **Delford Furney**, command, control, communications and computer systems.

MSC bids farewell to **Randolph Stone**, contracts and business management; **John Newman**, command, control, communications and computer systems; **Richard Lurix**, office of the comptroller; **Patricia Smith**, maritime forces, manpower and management; Navy **Lt. Cmdr. Keland Regan**, flag secretary; and **Recep Ugraskan**, Sealift Program.

MSC welcomes **Theresa Mans** and **Kimberly Bruno**, command, control, communications and computer systems; Navy **Cmdr. Craig Fay**, Naval Fleet Auxiliary Force; and Navy Information Specialist 1st Class **Spencer Taylor**, operations.

April 22-29. **Bruce Moon**, MSCLANT security manager, led the preparations and responses for the command with outstanding results.

**Tom D'Agostino**, director of ship operations at MSCLANT's Charleston, S.C., office, assisted with the discharge of nearly 174,000 barrels of fuel April 6-7 from MSC contract tanker MV Houston.

MSCLANT congratulates **Mary Ann Liberto**, MSCLANT marine transportation specialist in Charleston, for reaching her 30-year federal-government-service mark. Thank you for your service.

## 2010 CIVMAR Awards

Military Sealift Command announced the winners of several civil service mariner awards for 2011. All of the recipients will receive awards during ceremonies to be held later this year.

The Marine Employee of the Year Award recognizes the civil service mariner considered the most outstanding during the year. The recipient will receive a plaque and \$3,000.

**Thomas Goforth** – Medical Service Officer – USNS Rainier

MSFSC Mariner Awards of Excellence recognize CIVMARs selected as the most outstanding in their departments during the year, per nomination by the fleet and selection by the MSFSC Incentive Award Board. Each recipient will receive a plaque and \$2,500.

**Glenda Bell** – Junior Supply Officer – USNS Arctic

**George Allen Bentley** – First Assistant Engineer – USNS Tippecanoe

**Nathan A. Bailey** – First Assistant Engineer – USNS Lewis and Clark

**Reynaldo Canlas** – Purser – USNS Tippecanoe

**Richard Cook** – Purser – USNS Henry J. Kaiser

**Florencio Ebanculla** – Utilityman – USNS Guadalupe

**Thomas Goforth** – Medical Service Officer – USNS Rainier

**Orlando A. Josafat** – Chief Steward – USNS Guadalupe

**Mark V. Manibusan** – Deck Engineer – USNS Pecos

**Armondo B. Mapanoo** – Chief Electrician – USNS Kanawha

**Reynaldo S. Molina** – Yeoman Storekeeper – USNS John Ericsson

**Renato Pamintuan** – Medical Service Officer – USNS Henry J. Kaiser

**Marvin J. Riechers** – Chief Radio Electronics Technician – USNS Bridge

**Davey L. Tucker** – Ship Communication Officer – USNS Henry J. Kaiser

MSFSC Shipmate of the Year awards recognize and honor unlicensed CIVMARs for demonstrating ability and skill in assisting with, developing and providing on-the-job training to one or more MSFSC employees. Recipients will receive a certificate and \$1,000.

**Ronald F. Blizzard** – Assistant Storekeeper – USNS Frank Cable

**Timothy Frierson** – Yeoman Storekeeper – USNS Guadalupe

**Thomasine Hines** – Yeoman Storekeeper – USNS Arctic

**William Koon** – Junior Supply Officer – USNS Frank Cable

**Langley A. Lang** – Able Seaman – USNS Guadalupe

**Ramon A. Mangahas** – Electronics Technician – USNS Flint

**David L. Pruitt** – Medical Services Officer – USNS Kiska

**Roberto G. Ronas** – Cook/Baker – USNS Henry J. Kaiser

**Jay D. Sanders** – Utilityman – USNS Henry J. Kaiser

**Charles A. Smith** – Able Seaman – USNS Henry J. Kaiser

**Mark S. Yaliedy** – Boatwain – USNS Kanawha

## ATLANTIC • LINES

**Mark Bigelow**, marine transportation specialist at Military Sealift Command Atlantic in Norfolk, oversaw loadout operations April 18-24 aboard MSC large, medium-speed, roll-on/roll-off ship USNS Pililaa for exercise African Lion 2011, a joint U.S.-Morocco training operation. The loadout doubled as a training evolution, mimicking an actual contingency operation with military personnel provid-

ing all staging and stevedoring services.

Pililaa's civilian master **Capt. Tina Vanderploeg** and crew also supported the loading of more than 650 pieces of heavy cargo – including armor, artillery, lighterage, pier sections and support equipment – in less than four days.

MSCLANT participated in MSC's annual hurricane preparedness and personnel accounting exercise Citadel Gale

## FAR • EAST • HAILS

Military Sealift Command's Maritime Prepositioning Ship Squadron Three changed leadership May 16 when Navy **Capt. Deidre McLay** relieved Navy **Capt. Herman Awai** during a ceremony held at the American Memorial Park in Saipan. Navy **Capt. Chip Denman**, commander, MSC Far East and the ceremony's keynote speaker, presented Awai with the Legion of Merit Medal. McLay becomes the squadron's 26th commander.

"I look forward to continuing the important work of the organization, together with the military staff and professional merchant mariners in remaining ready to respond whenever and wherever our capabilities may be needed," McLay said.

From the central Indian Ocean, Navy **Lt. Cmdr. Patrick Haney** relieved

Navy **Lt. Cmdr. Robert Rosales** as commanding officer of MSC Office Diego Garcia during a ceremony held May 18 at the United Seamen's Service Center. While visiting Diego Garcia May 10, Denman presented Rosales with the Meritorious Service Medal, marking the end of his tour with the command.

MSC Maritime Prepositioning Force ships USNS Dahl and USNS 1ST LT Harry L. Martin supported helicopter landing training May 4-5 in the Republic of Korea and Guam. While pierside at the South Korean port of Gwangyang, U.S. Army Blackhawk helicopters assigned to the Korea-based 2nd Combat Aviation Brigade completed 30 deck landings on Dahl's flight deck. Off the coast of Guam, Martin served as

a training platform where MH-60S Knighthawk helicopters assigned to Guam-based Helicopter Sea Combat Squadron 25 conducted more than 80 day and night landings.

"Your support directly resulted in the successful requalification of four pilots and two aircrews," said Navy Lt. Patrick Murphy, an MH-60S pilot who conducted training aboard Martin.

MPS Squadron Three's assistant supply officer, Navy **Logistics Specialist 1st Class Martin Rico**, was promoted to his current rank during a ceremony held aboard MPF ship USNS 1ST LT Jack Lummus May 9.

Two MSCFE civil service employees received the Navy's Meritorious Civilian Service award in May. First, Navy **Rear Adm. Mark H. Buzby**, commander, MSC, presented MSCFE command counsel **Philip Ketner** with the award during a ceremony held at MSC headquarters

May 3. Denman presented deputy operations officer **Leonard Bell** with the same award May 6 during a ceremony held at Singapore's Sembawang Wharves. This prestigious award is presented to civilian employees for meritorious service and contributions resulting in high value and benefits to the Navy and the Marine Corps.

MSC Office Korea's commanding officer Navy **Cmdr. David Bartell** briefed 25 students from the Fort McNair-based National Defense University on MSC operations on the Korean peninsula May 19. Students visited Busan's Pier Eight facility as part of a familiarization tour of military installations throughout South Korea.

Bartell also briefed Republic of Korea Army Brig. Gen. Seo Kwei-Chel, commander, Republic of Korea Transportation Command, on MSC operations in the ROK during a visit May 20 to Busan's Pier Eight.



U.S. Navy photo by MC2 Josh Cassatt

Sea Hawk helicopters transfer supplies from Military Sealift Command fast combat support ship USNS Bridge to aircraft carrier USS Ronald Reagan during a replenishment at sea in the Arabian Gulf May 31, as the Arleigh Burke-class guided-missile destroyer USS Higgins prepares to come alongside Bridge.

## EUROPE/AFRICA • NEWS

Military Sealift Command Europe and Africa continued its support of contingency operations and military exercises in the European Command theater.

MSC fleet replenishment oilers USNS Kanawha, USNS Big Horn, USNS John Lenthall, USNS Laramie and dry cargo/ammunition ship USNS Robert E. Peary provided numerous underway replenishments to U.S. Navy ships, which provided ballistic missile defense to U.S. and NATO ships participating in Operation Unified Protector near Libya in May.

During routine training, Kanawha also served as a vessel of interest, which the U.S. Marine Corps 22nd Marine Expeditionary Unit, operating off amphibious assault ship USS Bataan, boarded to conduct maritime-interdiction training.

Peary's military detachment officer-in-charge, Navy **Cmdr. Gerald Raia**, welcomed Marines from Combat Logistics Battalion 22 for briefs, training and a tour in May.

In the effort to support the Navy-Marine Corps logistics integration, Raia said he was teaching as many folks as possible regarding Combat Logistics Force operations and

TAKE capabilities. "We're not just delivering goods...we're constantly training our customers and establishing solid relationships for ultimate fleet support," said Raia.

Two additional Combat Logistics Force ships, MSC dry cargo/ammunition ship USNS Sacagawea and fleet replenishment oiler USNS Leroy Grumman, provided direct support to the USS George H.W. Bush Strike Group during its participation in Exercise Saxon Warrior May 19-26 off the coast of England. The exercise is designed to develop theater-specific combat skills and enhance cooperation between multinational forces and government agencies.

During its deployment conducting oceanographic surveys off the coast of Maputo, Mozambique, MSC oceanographic survey ship USNS Bruce C. Heezen hosted Leslie Rowe, the U.S. ambassador to Mozambique, and Paulo Zucala, the Mozambique minister of transportation and communications, while in port May 18.

Navy **Capt. James Tranoris**, commander MSCEURAF and CTF-63, attended the Afloat Prepositioning Enterprise Training Symposium in Charleston, S.C., in late May.

## CENTRAL • CURRENTS

The U.S. 5th Fleet area of operations remains busy. In May, Naval Fleet Auxiliary Force ships attached to Military Sealift Command Central/Commander Task Force 53 conducted 97 underway replenishments involving 41 different ships from 17 countries.

Eight members of MSCCENT/CTF-53 were recognized May 22 by the U.S. Army for outstanding logistic support provided to the 32nd Air Defense Artillery Battalion during their deployment to the U.S. Central Command area of operations. Army Capt. Derrick Mapp presented the Army Achievement Medals to Navy

**Lt. Cmdr. Daven Wilson**, Navy **Lt. Tim Walker**, Navy **Lt. j.g. Tom Poe**, Navy **Chief Petty Officer Damen Graham**, Navy **Chief Petty Officer Nakita Collins**, Navy **Chief Petty Officer Roderick Estrada**, Navy **Petty Officer 2nd Class Derick Boyd** and Navy **Petty Officer 2nd Class Tyree Heyward**.

MSCCENT bids farewell to Navy **Lt. Miles Hicks** after two years in Bahrain as administrative officer. Navy **Ensign Sam Fernandez** has relieved him. The command also bids farewell to Navy **Lt. Cmdr. Daven Wilson**. MSCCENT welcomes his relief, Navy **Lt. Cmdr. John Long**.

## PACIFIC • BRIEFS

Military Sealift Command fleet replenishment oiler USNS Yukon provided fuel and stores to the ships of the USS John C. Stennis Carrier Strike Group during a composite training exercise May 9-27 off the coast of southern California. **Phil Patton**, MSC Pacific's force protection officer, conducted a U.S. 3rd Fleet-mandated force protection spot check May 11 aboard MSC large, medium-speed, roll-on/roll-off ship USNS Bob Hope in San Diego. In addition, **Steve Busby**, MSC's representative in Seattle, conducted a similar check May 13 aboard MSC fast combat support ship USNS Rainier. These spot checks are conducted around the fleet throughout the year to test shipboard security.

**Capt. Michael Flanagan**, civil service master of MSC dry cargo/ammunition ship USNS Washington Chambers, received the key to the city of Valdez, Alaska, by Mayor Dave Cobb during a luncheon ceremony May 17. Chambers was in Valdez May 16-20 as part of sea trials being conducted in preparation for the ship's first scheduled MSC mission later this year.

Navy **Capt. Jerome Hamel**, commander, MSCPAC, joined Secretary of the Navy Ray Mabus and members of NASSCO Shipyard in San Diego May 18 during a ceremony naming dry cargo/ammunition ship USNS Cesar Chavez. The ship honors Chavez, a Navy veteran and American Labor Movement and civil rights activist who co-founded the National Farm Workers Association, which later became the United Farm Workers. The ship is the last of 14 dry cargo/ammunition ships being

built for MSC and is slated to be launched in spring 2012.

Sealift Program personnel from MSC headquarters, MSCPAC operations directorate staff and underway replenishment personnel from the Naval Surface Warfare Center Port Hueneme Division, or NSWC PHD, provided underway replenishment training May 3-5 for MSC-chartered tanker MT Evergreen State. The training, which took place at Port Hueneme, Calif., covered skills necessary for refueling at sea operations with MSC's fleet replenishment oilers. **John Joerger**, MSC headquarters tanker project officer, thanked NSWC PHD "for providing the training opportunity for the crew and the perspective on matching the training to the ship capability that will allow them to meet mission requirements whenever needed."

Navy Vice Adm. Gerald Beaman, commander, U.S. 3rd Fleet, received an MSC indoctrination briefing May 19 at MSCPAC.

The command congratulates **Rick Appling** on being selected as MSCPAC deputy operations officer and **Bernie Donathan** on being selected to serve as the lead marine transportation specialist at MSC's office in Pearl Harbor.

MSCPAC wishes fair winds and following seas to Navy **Chief Yeoman Marcus Sanders**, MSCPAC's administration officer, as he retires from active duty after 22 years of service.

The command welcomes Navy **Chief Yeoman Charles Townsend**, MSCPAC's new administration officer.

# TRANSCOM/MSC commanders honor U.S. merchant mariners at National Maritime Day ceremony

By Laura M. Seal  
MSC Public Affairs

Air Force Gen. Duncan J. McNabb, commander, U.S. Transportation Command, and Navy Rear Adm. Mark H. Buzby, commander, Military Sealift Command, honored U.S. merchant mariners past and present during MSC's annual National Maritime Day memorial service and wreath-laying ceremony at the historic Washington Navy Yard in Washington, D.C., May 19.

Congress established May 22 as National Maritime Day in 1933, to officially honor the contributions and sacrifices of U.S. merchant mariners in defense of the nation. These dedicated men and women are frequently considered the unsung heroes of the nation's defense.

It is fitting that MSC marks Maritime Day as the command is the largest employer of U.S. merchant mariners with more than 7,000 civil service and contract mariners employed worldwide providing critical support to U.S. and allied warfighters around the world.

"The merchant marine has always been the linchpin of our U.S. commercial sealift capability and has come to America's aid at the most crucial times in history, projecting power wherever and whenever needed," said McNabb to the more than 250 guests, including government and maritime industry leaders. "This afternoon, we come together to honor... the thousands of merchant mariners who gave more than their service."

At the heart of the formal military ceremony was the presentation of three



U.S. Navy photo by Barry Lake

Military Sealift Command's Junior Sailor of the Year Navy Petty Officer 2nd Class Erika Cash serves as a wreath tender during MSC's annual Maritime Day ceremony in Washington, D.C., May 19. Navy Rear Adm. Mark H. Buzby, commander, MSC, and Air Force Gen. Duncan J. McNabb, commander, U.S. Transportation Command, stand at attention to pay honor to U.S. merchant mariners who have sacrificed their lives in service to the nation.

Md. Two of these cadets served as wreath tenders: Apprentice Jason Allen and Apprentice Leo Onofrio. MSC Junior Sailor of the Year Petty Officer 2nd Class Erika Cash also served as wreath tender.

Following the ceremony, Cash placed the wreaths in front of the merchant marine bronze relief sculpture at the Navy Memorial in downtown Washington.

The ceremony included an invocation and benediction by MSC Force Chaplain Capt. Paul I. Burmeister; a responsive

*"The merchant marine has always been the linchpin of our U.S. commercial sealift capability and has come to America's aid at the most crucial times in history, projecting power wherever and whenever needed."*

Air Force Gen. Duncan J. McNabb, commander, U.S. TRANSCOM

commemorative wreaths in solemn remembrance of mariners who died in service to the nation. During the presentation of the wreaths, guests stood and service members, including McNabb and Buzby, saluted as a Navy firing party fired three volleys of seven, and the Navy Band Brass Quintet played "Taps."

In addition to honoring mariners from generations past, the ceremony incorporated a future generation of mariners with the attendance of 35 cadets from the Paul Hall Center for Maritime Training and Education at Piney Point,

reading led by Capt. Robert B. Seabrook, a civil service mariner and MSC port captain Pacific; and solo renditions of "The Navy Hymn" and "The Merchant Marine Song" sung by Erin Gantt of MSC's Prepositioning Program.

"We depend on [our mariners] every day to meet the mission requirements of the best ocean transportation system in the world," said Buzby. "We at MSC are proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine."

salvage, planning and logistics and public affairs.

"This exercise was a great opportunity to flex the Memorandum of Agreement between U.S. 3rd Fleet and Commander Navy Region Southwest regarding shared responsibilities for an at sea spill," said Capt. Jerome Hamel, commander of MSCPAC and U.S. 3rd Fleet, who was the designated Navy on-scene commander for the exercise. "It was also a great test for everyone at MSCPAC to not only prepare for an incident, but to interface with organizations like the Coast Guard and U.S. 3rd Fleet in a learning environment. I'm very proud of the job we

## MSC worldwide celebrates Maritime Day

Military Sealift Command subordinate commands and organizations worldwide also marked National Maritime Day by hosting ceremonies with guest speakers reflecting on the vital national security role played by U.S. merchant mariners past and present.

MSC Pacific hosted commemorated the day May 19 at the command's office on Naval Base Point Loma in San Diego. Navy Vice Adm. Gerald Beaman, commander, U.S. 3rd Fleet, thanked mariners from MSCPAC and MSC Ship Support Unit San Diego for their service.

MSC Office Okinawa held a ceremony at Okinawa's United Seamen's Service Center May 20, where U.S. Marine Corps Lt. Gen. Kenneth Glueck, commanding general, 3rd Marine Expeditionary Force, and civilian Capt. George Baker, master of MSC high-speed vessel HSV Westpac Express, each addressed the audience.

Also May 20, MSC Office Diego Garcia held a ceremony at the Diego Garcia United Seamen's Service Center where Navy Capt. Anthony Chatham, commanding officer of Diego Garcia's Naval Support Facility, and civilian Capt. Earl Burgeron, master of MSC large, medium-speed, roll-on/roll-off ship USNS Seay, addressed an audience that included the civilian masters of five

MSC prepositioning ships: USNS SGT Matej Kocak, MV LTC John U.D. Page, MV CAPT Steven L. Bennett, MV MAJ Bernard F. Fisher and USNS GYSGT Fred W. Stockham.

In addition, MSC Ship Support Unit Guam conducted a wreath-laying ceremony May 20. The lieutenant governor of Guam, The Honorable Ray Tenorio, assisted Navy Cmdr. Norm Maple, commanding officer, MSC SSU Guam and Coast Guard Capt. Thomas Sparks, U.S. Coast Guard Sector Guam, to place a wreath in the water about two miles off the coast of Apra Harbor, Guam, while "Taps" was played. Later that day, MSC SSU Guam, also held a reception at the local United Seaman's Service Center.

MSC Office Korea hosted an event May 27 at the Busan United Seamen's Service Center, where Army Brig. Gen. Thomas A. Harvey, commanding general, 19th Expeditionary Sustainment Command, and civilian Capt. Alex Ryan, master of large, medium-speed, roll-on/roll-off ship USNS Watson, addressed an audience that included crew members from four MSC prepositioning ships: Watson, USNS Charlton, USNS Soderman and MV VADM K.R. Wheeler.

## Exercise story continued from Pg. 3

"Being a part of this exercise was actually fun, as well as challenging and rewarding," said Airica Dryden, Commander Task Force-33 Tow and Salvage scheduler for MSCPAC. "Working with [exercise participant] Navy Supervisor of Salvage and Diving really gave me the chance to see how MSC fits in the salvage emergency response."

Following the National Incident Management System, the MSCPAC participants trained alongside Navy players from U.S. 3rd Fleet and the Navy Supervisor of Salvage and Diving to meet integrated command functions including operations,

have done here."

The exercise culminated in a 'lessons learned' session with the evaluators and coordinators who observed the participants during two days of scenario play, which included integrating under the Coast Guard's Incident Command System, or ICS, as relevant parties would in a real-world oil spill.

"The Coast Guard ICS standardizes oil spill response for everyone across the board, from government to commercial, so that everyone speaks the same language if something were to happen," said Dave Coulter, MSCPAC ship support officer and the MSC representative

for the oil spill exercise planning committee. "We all took classes and passed tests on this material before the exercise, but it was still helpful to practice and see everyone come together before our own eyes."

"If the BP spill in the Gulf taught us anything, it's that we need to be in a constant state of readiness," said Don Montoro, Operational Support Center manager, commander, Navy Region Southwest, an exercise observer and a participant in the lessons-learned meeting. "Exercises like this let us find out strengths and weaknesses and to improve on them before we are called into a response situation."