

March 2011

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

THUMBS UP for Safeguard's diving exercise with India



U.S. Navy photo by Lt. Cmdr. Derek Petersen

INSIDE — Peary Chief Engineer helps energy savings go digital • T-5 tanker service to Antarctica concludes

STRATEGIC PRIORITY: Focus on the customer

When I was a young ensign, an "ancient" master chief took me aside one quiet mid-watch and told me that if I wanted to succeed in "this man's Navy," I needed to make darn sure that I was always listening to and paying attention to the captain: "What Lola wants, Lola gets." I soon discovered that the old master chief wasn't kidding, and I've carried that lesson with me ever since. I know that here at MSC, we always have to focus on our customers. That's why it's one of my four strategic priorities.

Customer satisfaction is not a new goal at MSC. It's been a core value for a long time. But now it's more important than ever in an era of shrinking budgets and increased mission requirements and responsibilities.

At MSC, our primary method of meeting our customers' requirements is to give them the most efficient but effective service that we can provide. We do that by delivering the products and services they need, where they need them, when they need them. That's combat logistics in a nutshell.

CLF load management

Managing the cargo loads on our Combat Logistics Force ships is a gigantic task, and one we're always seeking to improve. We're going to do that by using existing data replication technology to synchronize our ship load management information with our database ashore where we receive customer requests for specific pallet loads, fuel deliveries, etc. We're also enhancing our current logistics software applications afloat, with such things as the Shipboard Configuration and Logistics Information Program, or ShipCLIP. Ashore, we're using such things as the Corrective Maintenance Logistics System, or CMLS, which will allow us to enter a new era in our CLF fleet sustainment mission. CLF modules are being developed for both applications that will allow us to perform the back office load-management functions ashore while our crews afloat focus on receiving, counting, pulling, palletizing and transferring cargo to fleet customers.

Executing this vision requires a close three-way partnership between MSC area commands/logistics task force commanders, Military Sealift Fleet Support Command and our CLF dry cargo/ammunition ships, fast combat support ships and fleet replenishment oilers. The new technology will give us unprecedented near-real-time visibility of the inventories on our ships, allowing us to make better

sourcing decisions for our customers and giving leadership improved insight into our cargo-load readiness. Given the austere financial climate, this initiative will also enable Navy combatants to maximize the use of our cargo capacities and improve supply-chain management. Implementing this new business model will allow us to remove the military departments from our dry cargo/ammunition ships,

Commander's strategic priorities:

- Provide ships ready for tasking
- Develop, enhance and enable the workforce
- Focus on the customer**
- Manage organizational change and growth

making these uniformed billets available to address other Navy manpower requirements.

The new business model hasn't yet been executed, but implementation is just around the corner. To date, successful tests have been conducted in U.S. 7th Fleet with Sealift Logistics Command Far East/CTF-73, using USNS Amelia Earhart, and in U.S. 5th Fleet with Sealift Logistics Command Central/CTF-53, USNS Joshua Humphreys and USNS Amelia Earhart. Implementation will begin this summer and is scheduled for completion by September 2012.

Navy Task Force Energy

Energy savings is another way to assure we provide the most efficient and effective service to our customers. So, we want to be a leader in supporting the Navy's Task Force Energy initiative. The installation of boss cap fins is one of many initiatives that will help us do that.

Unless you're a naval engineer, you're probably asking yourself, "What the heck are boss cap fins, and how can they save energy?"

Boss cap fins

René Fry and his energy team at the MSC headquarters engineering directorate are my leads on Task Force Energy. Boss cap fins are mini-propellers that replace the end cap on a propeller hub and apply normally wasted power back onto the main shaft. René's team estimates these will increase overall ship efficiency by 3 to 4 percent for Lewis and Clark-class dry cargo/ammunition

ships. This number may not sound like a game-changer, but René assures me that anything greater than 2 percent is a winner in the energy and money savings departments.

The first boss cap fins will be retrofitted on USNS Sacagawea, T-AKE 2, but we've incorporated them into the construction of T-AKEs 13 and 14, which are also getting newly designed props that are estimated to be 2 percent more efficient than those of the first 12 T-AKEs.

At the same time, we're looking at applying foul-release paint to the retrofitted props, which will add additional fuel savings by keeping

the props cleaner and more efficient. When the props spin, marine growth just washes off the super-slick paint. This will reduce maintenance costs by reducing the frequency of having to send divers down to scrub the props. Currently, we have to clean the props every six months.

By the way, the foul-release paints don't contain any traditional anti-fouling compounds like copper or tin, so the whole system moves into the "green" column.

We're working with PEO Ships and Naval Sea Systems Command to determine the overall return on investment. Initial indications show about \$90,000 per prop replacement and paint job. The increase in efficiency of 3 to 6 percent for each ship should pay for the investment after each ship saves 30,000 gallons of fuel at current prices. Once the accountants are happy with the numbers, we'll start to make the retrofit modifications.

HVAC and refrigeration modifications

The modifications to the immense heating, ventilation and air conditioning systems aboard our T-AKEs will be relatively expensive. Our capital investment in the 14 T-AKEs will be about \$33 million, but will yield an "intelligent" HVAC and refrigeration system that will take into account air flow, relative humidity and air temperature throughout the ship, not just in the crew areas, but also in the cargo spaces, both dry and refrigerated. The system will also factor in the air supply to the

engineering spaces from which the main engines draw combustion air.

Converting to a variable-speed motor on the AC units will yield significant efficiencies in energy usage and wear and tear during system startup and when the units are outside desired operating ranges. Twenty-one air handlers on each ship will also be outfitted with variable speed motors to control air flow and humidity so heating and cooling units aren't fighting each other to maintain temperatures at desired levels.

Refrigeration systems are also being modified to use variable-frequency compressors to gain energy savings and reduce wear and tear on the machinery.

The HVAC modifications begin in May with USNS Lewis and Clark. We estimate that it will take five years to retrofit all 14 of the T-AKEs.

As we move forward during the next couple of years, we'll keep taking the pulse of all these efforts and others as we continue to focus on our customers.

Thanks for all you do. See you in the fleet.

Yours aye,

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

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U.S. Air Force photo by Maj. Jonathan R. Hamman

Navy Rear Adm. Mark Buzby, commander, Military Sealift Command, left, visits McMurdo Station in Antarctica with Air Force Lt. Gen. Harry Wyatt and Navy Vice Adm. Mark Harnitchek, in January during Operation Deep Freeze.



MSC conservation team improves shipboard energy efficiency

By James Marconi, MSC Public Affairs

The U.S. Navy is serious about going green. It's investing \$2 billion to increase energy efficiency and to transition to 50 percent alternative-energy use by 2020. As the Navy at-large ramps up its energy-efficiency measures, Military Sealift Command continues to put a high priority on its longstanding commitment to preserve natural resources.

In 2010, MSC received \$18.1 million in Navy funds for increasing energy efficiency. An additional \$133 million will be distributed from 2011-2016 to upgrade the energy efficiency of ships in the MSC fleet. MSC's objectives are to save \$357 million in fuel expenses by 2016 and reduce overall energy consumption 20 percent by 2020.

The command's energy-saving efforts are coordinated by the three-person Energy Conservation Office at MSC headquarters in Washington, D.C. In fiscal year 2010, this team – headed by René Fry – conducted research aboard multiple ships to identify what behavior and technology changes could save energy in their ship classes. In 2011, MSC plans to complete research aboard Lewis and Clark-class dry cargo/ammunition ships and to install new energy-saving technologies.

Energy conservation efforts in 2010

In 2010, Fry's office oversaw several efforts to determine what changes in technology and behavior could potentially save energy and money aboard MSC ships. The first step was having an energy audit team complete baseline shipboard energy analyses aboard MSC dry cargo/ammunition ships, hospital ships and fast combat support ships. These shipboard energy audits helped gain the maximum benefit from energy-reduction methods and reduced costs by analyzing how operational behaviors affected energy consumption. To be thorough, the audits were broken into two phases; one while a ship is in port, and one underway.

Another 2010 research initiative was the Class Energy Profiling Exercise performed aboard dry cargo/ammunition ship Robert E. Peary. A 28-person team went aboard Peary in November and conducted the eight-day CEPEX off the East Coast to begin building profiles of all the equipment used on that particular class of ship. The team comprised members of the MSC engineering directorate, personnel from the Navy's Operational Logistics Integration Program and employees from companies that designed several of Peary's systems.

"Phase one was to actually measure all of the energy levels for every evolution on the ship, from the motor being completely stopped all the way up to full power, [to measure] all the energy it takes to cook breakfast, lunch and dinner, how much energy it takes to make bread, to manufacture water and for all the lighting to be on," Fry said. "We measured that level of detail."

In addition to the CEPEX team, Peary's engineers, part of the civil service mariner crew, played an integral role during the exercise. They helped conduct CEPEX tests to determine the fuel efficiency of three of Peary's diesel engines at various percentages of their total operating capacity during different shipboard evolutions. While the CEPEX team performed measurements, Peary's Chief Engineer Steve Burdi and other engineering crew members controlled and carefully monitored the ship's engines.

"What we did was constantly reconfigure the plant in order to meet the test points," Burdi said. "For the heavier load tests, like for 75 percent or 100 percent, we were in engine room control, because if we had a problem on an engine, we wouldn't have time to negotiate or talk with the bridge to square it away. We wanted to be able to preclude any complications or damage to the equipment."

Data from the tests on the engines and other equipment will allow Fry's office to build a sophisticated profile of shipboard energy consumption. Once the rate of energy usage for a given piece of technology is determined during a specific evolution, that rate can be analyzed to determine whether an enhancement might save energy and money in the long term. The exercise is expected to result in changes applicable to the entire Lewis and Clark Class, with a conservatively estimated \$1.5 million per year in savings.

Research and implementation in 2011

The second phase of the CEPEX for the Lewis and Clark Class will take place in spring 2011 on board USNS Charles Drew, the latest dry cargo/ammunition ship delivered to MSC. Several powering and maneuvering tests will be conducted in San Diego to determine whether energy efficiency can be increased with improvements to the ship's directional stability, steering maneuverability and course keeping.

"In layman's terms, we're going to see how easily and how fast the ship will actually turn in a powering run and how much rudder it takes to get to a certain turning rate," Fry said.

The tests will also help to determine the peak efficiency of the ship's trim, which is the balance of cargo from the ship's bow to its stern. This in turn affects how far up or down the ship's bow is relative to the water. Every class of ship, Fry said, has a "sweet spot," or the position of the bow that results in the maximum efficiency of the engine.

In addition to the tests planned for Drew, several technological components will be installed on board the Lewis and Clark Class in 2011. The first is a device called a boss cap fin, which is attached behind the ship's propeller and redirects excess energy back to the propeller shaft that would otherwise have been wasted. An initial case study showed that the boss cap fin will reduce overall fuel consumption by 3 to 4 percent. Air conditioning, refrigeration and ventilation improvements will also be installed later this year.

In addition to the energy audits and CEPEX, several energy-saving technologies were implemented in 2010. One of the technology upgrades – a new control system for the boilers on board hospital ship USNS Comfort – was installed in July. Tests demonstrated that the replacement, which cost \$800,000, has already saved 5 percent in total fuel

consumption, which is greater than the anticipated 3 percent and will pay for itself in four years. Similarly, MSC has begun to upgrade the engine control system on board the large, medium-speed, roll-on/roll-off ships of the Bob Hope Class.

"MSC has been working toward reducing our overall fuel bill for years," said Fry. "At the end of the day, we are starting to change our behaviors because we currently waste energy in places we never thought about on a ship. Whether we're in port or underway, we will be constantly thinking about how to go to the most economic mode of operation."



During a class energy-profiling exercise, the old fuel flow meters (above) for the four main engines aboard Military Sealift Command dry cargo/ammunition ship USNS Robert E. Peary were replaced by new meters with sensors that measure fuel usage per minute (below). Readouts quickly gauge fuel consumption.



U.S. Navy photo by René Fry



Peary Chief Engineer Steve Burdi

CHENG brings digital finesse to green initiatives

By James Marconi, MSC Public Affairs

Whether on land, on sea or in the air, vehicular travel in the United States is increasingly geared toward fuel efficiency. Some car models, equipped with sophisticated computer programs, calculate the most economic use of fuel and engine power. Thanks to the ingenuity of one Military Sealift Command civil service mariner, MSC ships may soon have similar technology.

Steve Burdi, chief engineer aboard MSC dry cargo/ammunition ship USNS Robert E. Peary, wrote the first version of a software program he calls Navigation Officer Voyage Assistant, or NOVA, in 2009. The program is designed to save precious fuel and reduce the wear on ship engines by recommending the correct engine configuration – the number of engines running plus their respective power levels – to meet the voyage requirements.

Many MSC ship voyages go beyond sailing from one port to another. Vessels such as the T-AKE class of dry cargo/ammunition ships stop at multiple points to conduct evolutions, like underway replenishments. In order to reach the various scheduled stops, the ship's navigator must adjust the ship's speed at each stage of the journey.

The NOVA program allows the navigator to quickly identify the most efficient power output by determining how many engines need to run in order for the ship to reach a destination in an established amount of time. Fewer engines mean less fuel and cost.

"It literally takes a few seconds to click on the menu for miles, for time, and boom, it will tell you right then what speed you have to go. Then you can look at what the engine configuration would be," Burdi said. "It's the absolute most cost-effective way to get from here to there, wherever 'there' may be."

Although the program is user friendly, NOVA's current incarnation, version 4.2, is the result of methodical data collection made at sea aboard Peary under Burdi's careful supervision. Initially, Burdi said, that there was very little data available for fuel consumption or power curves. While Peary was off the coast of Panama in summer 2009, Burdi had crew members collect hourly measurements of hull speed and electrical power used by the main motor. With a total of 1,300 separate pieces of data, Burdi built a highly-accurate analysis that let him develop more advanced algorithms for NOVA. Each new batch of data brings NOVA closer to calculating peak efficiency for dry cargo/ammunition ships.

"Steve is still fine-tuning it, but I think we're very close to taking that program and implementing it across the T-AKE [class]," said René Fry, head of the Energy Conservation Office at MSC headquarters in Washington, D.C.

NOVA's application is potentially valuable for more than just MSC's dry cargo/ammunition ships; Fry said he is confident that it can be adapted to other ships in the MSC fleet. Burdi is also scheduled to demonstrate the program in May to the Navy's Task Force Energy steering committee, which oversees energy initiatives across the entire Navy.

"Steve Burdi wakes up with quantum physics in the morning. He is always working a problem," Fry said. "We all told him that when he retires, he should go be a professor someplace. He has all the credentials, and he loves doing that, breaking it down so people can understand difficult concepts in a simple way. He's a brilliant guy."

SALVEX 11

building partnership

By Edward Baxter, SEALOGFE Public Affairs

Off the southern coast of India in 1969, a pilot from the Indian navy attempted to land his single-seat, British-built Sea Hawk fighter jet aboard India's aircraft carrier INS Vikrant. After experiencing catastrophic engine failure on approach, the pilot was forced to eject, and his jet plummeted into the sea. Although the pilot survived, his aircraft remained on the floor of the Indian Ocean.

More than three decades later, in September 2005, a joint minesweeping exercise between navies from India and France located the fighter plane in more than 150 feet of water where it was designated for a future salvage project.

U.S. Navy divers aboard rescue and salvage ship USS Safeguard brought the fighter jet to the surface near Cochi, India, during the first-of-its-kind dive and salvage exercise between the navies of India and the United States.

Today, nearly six years after the plane lift, that bilateral relationship between divers from both navies remains strong.

The Jan. 4-12 bilateral U.S./India salvage exercise, or SALVEX, is the sixth of its kind and the first conducted in the remote Indian Ocean island archipelago. The exercise is designed to continue the relationships between the two navies through the exchange of dive techniques and knowledge. The exercise included 17 divers from Pearl Harbor, Hawaii-based Mobile Diving and Salvage Unit One, Company 1-6, and one Navy support person who embarked Safeguard, which now bears the designator USNS after transferring to MSC's fleet in 2007. The exercise also included 17 divers from India's navy embarked on board Indian diving vessel INS Nireekshak.

MDSU One's mission, when deployed, is to conduct harbor clearance, salvage, underwater search, recovery and underwater-emergency repair in virtually any ocean environment. Safeguard is crewed by 26 civil service mariners. They worked around the clock to support the divers throughout the exercise by expeditiously changing out the mooring equipment to allow for training to continue with minimal interruption.

U.S. Navy divers and MSC civil service mariners have worked alongside divers from numerous navies around the world in locating and recovering lost civilian and military aircraft and ships, and have supported efforts following natural disasters. In 2010, they participated in bilateral dive and salvage exercises with the Philippines, Hong Kong and Cambodia.

"Exercises are a crucial part of building working relationships with other navies for all kinds of peacetime operations and support," said U.S. 7th Fleet's diving and salvage officer assigned to Task Force 73, Navy Lt. Cmdr. Derek Peterson.

Divers from both countries improved interoperability by learning about each other's dive equipment, discussing safety procedures, and conducting various dive operations during six days of in-port training followed by a three-day underway period. In total, 52 joint dives were conducted, including 24 dives using scuba gear and 28 surface-air-supplied dives using the KM-37 dive helmet, which attaches to an umbilical tube leading to the surface and provides a secondary port for emergency gas.

Nireekshak, which entered service in 1995, is the Indian navy's primary saturation diving vessel. With a complement of 63 sailors, the vessel is designed to support deep water dives and carry deep submergence rescue vehicles for submarine rescue operations.

The exercise took place near Port Blair, capital of the Andaman Islands, an Indian territory about 100 miles north of Indonesia's Sumatra island.

"There is a lot of commonality between the U.S. Navy and India navy diving programs," said Peterson. "Some of the equipment and techniques we use are similar. SALVEX 11 helps Indian navy and U.S. Navy divers build relationships and strengthen communication so we can work together efficiently in times of crises in the future if ever needed."

During the in-port phase Jan. 4-8, Indian divers toured Safeguard. The ship's civil service master Capt. Ed Dickerson visited Nireekshak Jan. 5.

"The Indians are real professionals and very easy to work with," said Dickerson.

Next, both groups of divers practiced skills used to identify submerged objects, including deploying remotely operated vehicle operations and conducting side-scan sonar searches for underwater objects.

Navy Senior Chief Petty Officer Master Diver Robert Evans of MDSU One demonstrated to Indian divers how to conduct 'hot tap' procedures on Safeguard's fantail and in the water while the ship was pierside Jan. 7. Hot Tap is an environmentally friendly method of removing any remaining fuel from a sunken ship by drilling holes into the hull, hooking up hoses from the hull to the fuel compartments inside the ship and removing any remaining hull fuel, without spillage.

Later that evening, divers, along with Safeguard's Chief Mate Ed Santillan and Chief Engineer Theodore Robinson, attended a reception hosted by the Indian navy at their base near Port Blair to welcome the U.S. Navy team.

On Jan. 9, divers from both navies conducted shallow-water scuba dives on a partially submerged wreck at depths up to 40 feet.

"This allowed us to practice working together and review emergency procedures before moving to more challenging, deeper training dives," said Chief Navy Diver Andrew Wetzel.

Later that day, civil service mariners anchored Safeguard near Ross Island at the mouth of the entrance to Port Blair's harbor. The now-uninhabited Ross Island was once a bustling penal colony during colonial times, used by the British to harbor dangerous criminals.

Diving from Safeguard, U.S. and Indian divers conducted joint surface-supply training dives at depths up to 150 feet. In a demonstration of Nireekshak's dynamic positioning system, the ship approached Safeguard, and while in close proximity, both navies conducted surface-supplied dive operations using KM-37 diving helmets.

Both navies benefited from learning the others' techniques, said Wetzel. "Because we've practiced together, we know that if we ever have to do a salvage operation together, we can do it effectively."

In addition to U.S. Navy divers and the civil service mariners permanently embarked aboard the ship, Safeguard's Chief Steward Lakandula Africano, Second Cook Erwin Mapa, and Steward Utility Allen Pastor prepared meals for an additional 15 divers from the Indian navy who were embarked on Safeguard for training purposes.

"This was no small feat, considering a majority of the Indian navy sailors observe a strict vegetarian diet," Africano said.

The underway phase of the exercise concluded on board Nireekshak Jan. 11 when U.S. divers observed saturation diving techniques, which allows divers to work at great depths for long periods of time. India navy divers demonstrated surface-supplied saturation diving operations, diving from Nireekshak at depths up to 210 feet, using a diving method called mixed-gas diving, a saturation diving technique that consists of breathing a mixture other than air or nitrogen/oxygen.

U.S. Navy sailors also conducted a joint community-service project ashore, visiting with 70 children at the Sevanietan Orphanage, Jan. 5, during their liberty period in Port Blair. The volunteers played soccer with the children and MDSU One sailors answered questions about their work in the U.S. Navy and American culture.

"The entire crew of Safeguard looks forward to continuing to build a strong working relationship and exchange of ideas with the Indian navy, events that foster understanding of each other's abilities, as well as getting to know the personnel and equipment that might be used one day, bilaterally, in a crisis situation," Dickerson said.

Cover: Military Sealift Command rescue and salvage ship USNS Safeguard serves as a stable diving platform for joint training Salvage Exercise 2011. Here, U.S. and Indian divers don their equipment, preparing to enter the waters around the Andaman Islands, India.

Background: Bringing scuba gear, U.S. and Indian divers proceed in a small boat to conduct shallow-water dives of a wrecked commercial vessel in the Andaman Sea.

Partnerships

In a display of solidarity, a U.S. Navy diver and an Indian navy diver unfurl each other's national flags during SALVEX 2011. The United States and India have regularly conducted joint diving and salvage exercises since 2005.



Working aboard Safeguard, divers from the United States and India practice 'hot tap' salvage techniques, which involve cutting into the side of a submerged vessel to safely remove fuel or oil.



Safeguard approaches the pier at Port Blair, Andaman Islands, India, for the start of SALVEX 2011. The exercise benefits both the U.S. and Indian navies, whose divers have the opportunity to work together and exchange diving expertise.



from the ocean floor up

EUROPE • AFRICA • NEWS

Military Sealift Command fast combat support ship USNS Arctic arrived in U.S. 6th Fleet Jan. 20 in company with the USS Enterprise Carrier Strike Group for theater security cooperation events in the Mediterranean. While in the region, Arctic stopped at Naval Station Rota, Spain, to offload cargo from the United States and to load provisions and stores for direct replenishment to the carrier strike group ships.

Although rough weather swept through the Mediterranean Sea in January, MSC dry cargo/ammunition ship USNS Lewis and Clark successfully provided replenishment support to guided-missile cruiser USS Vella Gulf and guided-missile destroyers USS Stout, USS Bainbridge and USS Barry. Lewis and Clark also conducted deck-landing qualifications with its Puma helicopter Jan. 14 on the flight deck of Stout.

MSC oceanographic survey ship USNS Henson wrapped up an eight-month deployment to U.S. 6th Fleet Jan. 17. Spending 163 days of that time on station, Henson conducted survey operations in the Norwegian Sea and the Gulf of Guinea. The ship, its crew of civilian mariners and an embarked team of Naval Oceanographic Office oceanographers participated in several missions, including surveying approximately 83 square miles underwater in the Gulf of Guinea off the coast of west Africa Nov. 1 to Dec. 19. Henson ended its deployment with a port visit to Cape Town, South Africa, Jan. 3-7. Navy Capt. Brian Brown, commanding officer of the Naval Oceanographic Office and Navy **Capt. James Tranoris**, commander, Sealift Logistics Command Europe, were aboard to host tours Jan. 6 for South African navy Capt. Abri Kampfer, chairman for the South African and Islands Hydrographic Commission, as well as personnel from the South Africa Hydrographic Office and U.S. Consulate.

SEALOGEUR marine transportation specialist **Matt Mueller** and Navy **Boatswain's Mate First Class Zane Allen** coordinated the hiring and cargo operations for two commercial charters that provided tanker support within the theater. Italian-flagged tankship MT Valle di Siviglia and Greek-flagged tanker MT Byzantion moved more than 25 million gallons of Defense Logistics Agency fuel to and from ports in the Mediterranean.

PACIFIC • BRIEFS

Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra and MSC fleet replenishment oiler USNS Henry J. Kaiser departed San Diego Dec. 21 in support of the USS Carl Vinson Carrier Strike Group's deployment to the Western Pacific. This deployment marked the first time a dry cargo/ammunition ship and a fleet replenishment oiler have been paired for support to a U.S. 3rd Fleet carrier strike group. While deployed, Schirra and Kaiser will provide logistics services, including fueling and replenishment of stores.

MSC-chartered tanker MV Evergreen State continued operations in support of the Defense Logistics Agency's energy division by delivering fuel to ports throughout the eastern Pacific area of operations.

Navy **Capt. Jerome Hamel**, commander, Sealift Logistics Command Pacific, presented the master and crew of MSC fleet replenishment oiler USNS Guadalupe with the 2010 DOD Anti-Terrorism Award for the Deployed Ship/Unit category during a ceremony in San Diego in January. The event marked the first time an MSC ship has received this prestigious DOD-wide award. Civil service mariner **Mark Wilson**, Guadalupe's chief mate, was specially noted for his standout role as the ship's anti-terrorism officer and for developing an outstanding ship's force protection plan.

MSC rescue and salvage ship USNS Salvor recovered an ecological acoustic recorder buoy Jan. 26 off the Hawaiian coast, following a request from commander, U.S. Pacific Fleet. The recorder, owned by the University of Hawaii, was deployed as part of an ecological studies project coordinated by the university and Pacific Fleet, during the Rim of the Pacific exercise held last July.

Eight SEALOGPAC and Ship Support Unit San Diego employees and an MSC recruiter served as MSC representatives at the annual Armed Forces Communications and Electronics Association Forum held Jan. 25-27 at the San Diego Convention Center. The event featured the latest in electronics and communications technology geared toward the U.S. warfighters. Nearly 8,000 people attended.

HQ • HIGHLIGHTS

The commander of U.S. Transportation Command, Air Force **Gen. Duncan McNabb**, visited Military Sealift Command headquarters Feb. 7. During his visit, McNabb received briefings on the Maritime Prepositioning Ship Squadron reconfiguration and the joint high-speed vessel program.

MSC headquarters recognized 10 members of the workforce Jan. 20 for their length of government service and extraordinary performance. **Jeffrey Bartz**, contracts and business management, **Matilyn Green**, and **Towanda Johnson**, office of the comptroller, were recognized for 30 years of service. **Gary Anderson**, Sealift Program; **Rickard Anderson**, engineering; **Angela Hughes**, contracts and business management; **David Anderson**, Sealift Program; and **Michael Crosby**, and **Wanda Smith**, logistics, were recognized for 25 years of service. **David Lytkowski**, engineering, was recognized for 10 years of service. **Linda Handschumacher**, command administration, was recognized as the MSC Civilian of the Quarter during the ceremony. Navy **Yeoman 2nd Class Erika Cash**, command administration, received a

Navy and Marine Corps Achievement Medal for her work over the past year and was recognized as MSC Headquarters Junior Sailor of the Year for 2010. Navy **Cmdr. Bert Yordy** was presented a Meritorious Service Medal for his work as the officer in charge of Ship Support Unit Guam.

Navy **Rear Adm. Mark Buzby**, commander, MSC, met with the MSC headquarters community in a town-hall style meeting Feb. 2 to discuss the Commander's Strategic Planning Guidance for 2011. The 10-point plan lays out the focus for the command's immediate future while maintaining Buzby's priorities of providing ships ready for tasking; developing, enhancing and enabling the MSC workforce; focusing on the customer; and managing organizational change and growth.

MSC headquarters employees raised more than \$106,000 for this year's Combined Federal Campaign.

MSC bids farewell to **Peter Duggan**, Prepositioning Program.

MSC welcomes **Scott Sheffler**, office of counsel, Navy **Cmdr. Bert Yordy**, operations, and **Donald Clark** and **Evan Horvatsky**, engineering.

FAR • EAST • HAILS

Four Military Sealift Command ships off-loaded hundreds of pieces of U.S. Marine Corps equipment, containerized supplies and personnel in support of exercises Freedom Banner and Cobra Gold at Chuk Samet, Thailand, Jan. 19-31.

Freedom Banner 2011 brought multiple commands together to off-load heavy combat equipment and supplies from Maritime Prepositioning Force ships USNS 1ST LT Jack Lummus and USNS 1ST LT Harry L. Martin while both ships were anchored more than three miles off the coast in the Gulf of Thailand. Using the Improved Navy Lighterage System – which is used when conventional port facilities are unavailable – 176 pieces of cargo, including trucks and Humvees destined for Cobra Gold, were successfully brought ashore.

Two other MSC ships supported Cobra Gold: MSC-chartered high-speed vessel Westpac Express delivered Marines and their equipment, and commercially-chartered cargo ship MV Happy Delta delivered additional rolling stock and supplies to Thailand.

Members from Expeditionary Port Unit 113 from Fort Worth, Texas, EPU 102 from New York City and Merchant Marine Reservists from various units deployed to Chuk Samet in support of the exercises. Reservists crewed a Mobile Sealift Operations Command Center, a portable communications facility designed to operate and manage port operations even if port infrastructure is damaged or destroyed.

Little Rock, Ark.-based EPU 112 also participated by stationing personnel at ports in Okinawa to support the loading of additional Marine supplies and ammunition onto MSC-contracted cargo ship MV Happy Delta. While EPUs historically have been assigned to support the cargo offload in Thailand, this year marks the first time an EPU has been deployed to Okinawa in support of the Cobra Gold loading phase.

U.S. Coast Guard Rear Adm. Charles Ray, commander, 14th Coast Guard District, Honolulu, Hawaii, visited Sealift Logistics Command Far East headquarters Jan. 13 to meet with SEALOGFE commander Navy **Capt. Chip Denman**. Ray also visited Singapore's Coast Guard detachment and commander, Logistics Group Western Pacific/Task Force 73.

Air Force Col. Aaron Prupas, commander, Air Force Technical Applications Center, visited Denman and SEALOGFE Special Mission Ship

Operations Officer Navy **Lt. John Genzler** Jan. 27. AFTAC, which is based out of Patrick Air Force Base, Fla., is the technical sponsor for MSC missile range instrumentation ship USNS Observation Island, which was undergoing repairs in January at Sembawang Shipyard in Singapore.

Denman visited MSC dry cargo/ammunition ships USNS Richard E. Byrd and USNS Alan Shepard Jan. 14 and 25, and was hosted by civil service masters **Capt. Robert Jaeger**, and **Capt. Dean Bradford**, respectively. Both ships had recently completed repairs at Sembawang Shipyard.

During a visit to Thailand to observe MSC ships and personnel supporting exercises Freedom Banner/Cobra Gold, Jan. 20, Denman visited Martin and Lummus. This included meeting the two ships' civilian masters, **Capt. J.P. Kelley** and **Capt. David Hagner**. Denman also met with Navy **Capt. Herman Awai**, commander, MPS Squadron Three and squadron staff members embarked on Lummus. Denman then visited nearby Sriracha, Thailand, Jan. 21, where he visited civil service master **Capt. Jonathan Olmstead** and the crew of MSC fleet replenishment oiler USNS Tippecanoe.

Denman and Genzler visited MSC ocean surveillance ship USNS Loyal and its civilian master **Capt. Peter Wilisch** while the ship was undergoing repairs at Keppel Gul shipyard in Singapore Jan. 10.

MSC Office Korea's executive officer **Lt. Cmdr. Juan Gutierrez** briefed Army Brig. Gen. Aundre Piggee, U.S. Forces Korea's Assistant Chief of Staff, J-4, on MSC's mission and operations on the Korean peninsula during his visit to Pier Eight in Busan Jan. 26.

SEALOGFE welcomes Navy **Boatswain's Mate Chief Ruben Radoc**, Sealift Program command boarding officer; Navy **Boatswain's Mate 1st Class Todd Welsh**, fleet operations, and **Peter Duggan**, Combat Logistics Force officer. Duggan reports from MSC headquarters where he worked in the Prepositioning Program.

MPS Squadron Two welcomes Navy **Yeoman Chief Willie James**, administrative officer; Navy **Chief Warrant Officer Mark Foster**, operations officer; and Navy **Operations Specialist Senior Chief John Raymond**, assistant operations officer.

MSC Office Diego Garcia welcomes Navy **Yeoman 1st Class Alice Conner**, administrative officer, and Navy **Logistics Specialist 2nd Class Nicole Hermiller**, staff logistics specialist.



Military Sealift Command-chartered high-speed vessel Westpac Express and Maritime Prepositioning Force ship USNS 1st LT Jack Lummus conduct the first-of-its-kind astern refueling operation Feb. 2 off the coast of Sattahip, Thailand. Using a stern-to-mooring or "Med-Moor" configuration, Lummus provided 32,593 gallons of fuel to Westpac Express in less than ten hours. The water-jet design of Westpac Express allows for precise fore-and-aft control of the vessel and, along with its four-engine redundancy, is suited for this type of refueling. Both ships supported exercises Freedom Banner and Cobra Gold 2011.

ATLANTIC • LINES

Despite 10 inches of fresh snow at the pier, Military Sealift Command fast combat support ship USNS Arcic deployed on schedule Jan. 12 from Naval Weapons Station, Earle, N.J., in support of the USS Enterprise Carrier Strike Group's deployment to the U.S. 5th Fleet area of operations.

Tom D'Agostino, senior marine transportation specialist from Sealift Logistics Command Atlantic's Charleston, S.C., office, assisted MSC-chartered heavy-lift crane ship MV Ocean Titan in discharging 183 pieces of retrograde military equipment returning from use in Operation Iraqi Freedom Jan. 24. The cargo displaced 24,500 square feet of space on board the ship.

The command congratulates D'Agostino, who hit his 30-year federal service mark Jan. 26.

Richard Bolduc, senior marine transportation specialist at SEALOGLANT's Jacksonville, Fla., office, retired Jan. 31 after serving at that location for more than 24 years of federal service. Bolduc's supervisors, coworkers, peers, family and friends gathered aboard Maritime Prepositioning Ship USNS Seay Jan. 21 for a celebration and ceremony paying tribute to his long career.

During his tenure with MSC, Bolduc provided direct oversight and support for the 1,130 ships that made port calls to his area of responsibility, specifically the U.S. Marine Corps' Blount Island Command. This location was fitting for Bolduc, who served on active duty with the Marine Corps from 1963 until his military retirement October 31, 1986. One day later he commenced work with MSC.



Richard Bolduc, senior marine transportation specialist at Sealift Logistics Command Atlantic's Jacksonville, Fla., office, retired Jan. 31 after serving there for more than 24 years. At a Jan. 21 ceremony, Bolduc and his wife Eileen were presented with a bell from a Maritime Prepositioning Ship in recognition of his direct assistance with more than 1,630 ships during his civilian career.

Bolduc also supported more than 500 MSC Combat Logistics Force and Sealift tanker vessels which replenished at the Jacksonville and Naval Station Mayport, Fla., fuel piers. In addition, his innovative revision of tug boat procedures in Jacksonville is credited with saving the government more than \$1 million to date.

SEALOGLANT's Senior Marine Transportation Specialist **Richard Caldwell**, Bolduc's immediate supervisor, worked with Bolduc since 1986.

"Whenever disaster struck in our part of the world, Rich was always the very first on the phone to ask when we wanted him to deploy to that region to assist," said Caldwell. "He was always ready to help in any way he could, he was just that dedicated. In fact, he would often jovially start phone conversations with me by asking, 'the day is already half gone, what have you done for your country today?'"

And assist he did. Bolduc, equipped with his vast expertise and consummate professionalism, deployed on numerous occasions. He provided direct support for humanitarian assistance and disaster relief efforts in Haiti in 1997 and 2010, and for Hurricane Katrina relief in 2005. He volunteered to assist with relief efforts after hurricanes hit Puerto Rico, El Salvador and Honduras. He also participated in 25 individual U.S. Southern Command Tradewinds and New Horizons exercises, which helped to build strategic partnerships across Central America and the Caribbean.

"My fondest SEALOGLANT memories are comprised of being allowed to represent the command; it has been an honor," said Bolduc.

During the ceremony, MSC's Prepositioning Technical Director **Keith Bauer** presented Bolduc with a bell from MV CPL Louis J. Hauge, Jr., the first Maritime Prepositioning Ship MSC loaded after more than a dozen MPS came under 25-year-charter to MSC in 1984 in support of the Marine Corps.

COMPASS • HEADING

Military Sealift Fleet Support Command Director Jack Taylor and Military Sealift Command fleet replenishment oiler USNS Laramie civil service master **Capt. Walter Nullet** hosted Mark Honecker, executive director, U.S. Fleet Forces Command, aboard Laramie Jan. 10.

"Mr. Honecker was very impressed with the professionalism of the crew and condition of the ship," said Taylor.

Civil service mariners received Global War on Terrorism medals during two ceremonies held Jan. 13, the first at the CIVMAR Support Unit in Norfolk, and another aboard MSC fleet replenishment oiler USNS John Lenthall.

Navy **Hospital Corpsman 1st Class Marcus Fernandes** was selected as MSC's Shore Sailor of the Year for 2010. Fernandes is assigned to MSFSC as a ship medical inspector.

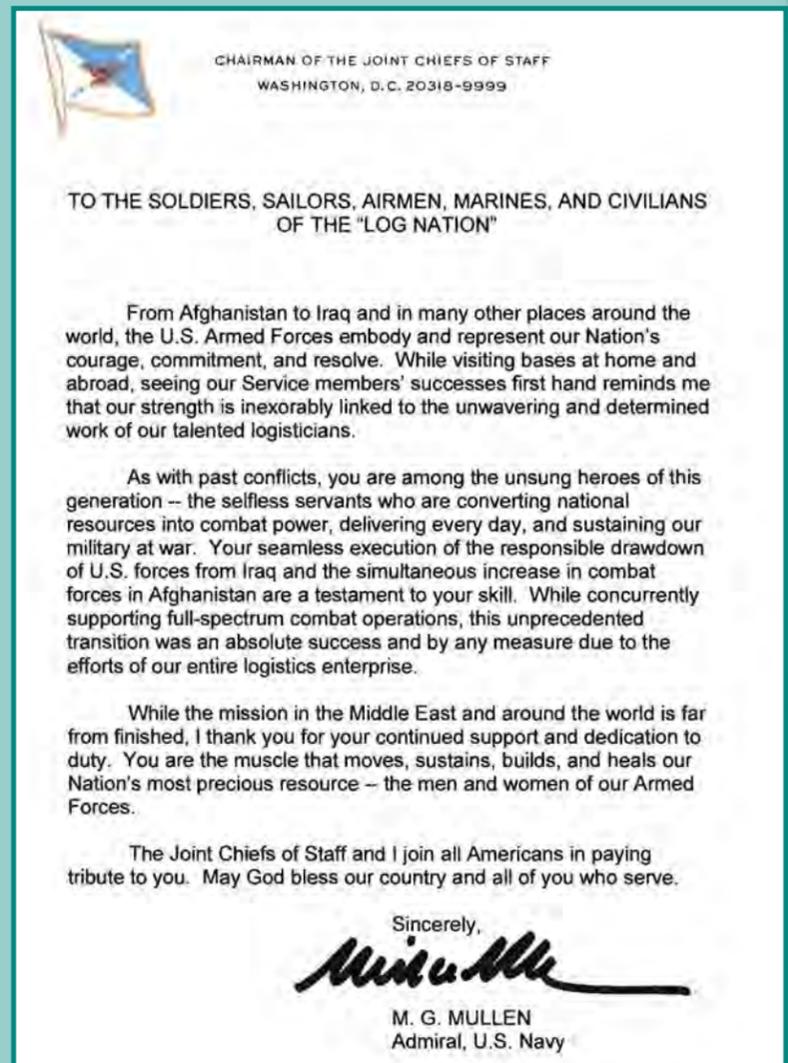
Chief Mate Mike Price was selected for temporary assignment to the Royal Fleet Auxiliary. The RFA, a civilian-crewed fleet owned by the British Ministry of Defense, supports the United Kingdom Royal Navy. Price will relieve the current MSC representative to the RFA, **Andrew Kallgren**, in July.

Spreading goodwill, MSC fleet replenishment oiler USNS Tippecanoe civil service master **Capt. Jonathan Olmstead** and Navy **Operations Specialist 2nd Class Ikatia Oshin**, and Ship Support Unit Singapore Staff Chaplain Navy **Lt. Cmdr. Kenneth Lee** coordinated with the U.S. Defense Attaché Office in Thailand and the Navy League coordinator for Pattaya to schedule a community relations project at a local elementary school. Tippecanoe's crew donated more than \$800 to support the event. The funds were used to purchase paint, sports equipment and food items. On Jan. 23, 27 Tippecanoe crew members joined other volunteers to repaint the school's lunchroom and present the new sports equipment.

MSFSC bids fair winds and following seas to **Able Seaman Horace Brodie**, **Able Seaman Edward Carter**, **Utilityman Amorsolo Doloroso**, **Boatswain Herman Ellison**, **Assistant Cook Ramon Fernandez**, **Assistant Cook Thomas Gorczynski**, **Able Seaman Albert Kuever**, **Able Seaman Samuel Kuever**, **Yeoman Storekeeper Eric Mangiliman**, **Yeoman Storekeeper Francisco Mateo**, **Able Seaman Cyril McBurnie**, **3rd Assistant Engineer Rey Miclat**, **2nd Assistant Engineer Ricardo Padilla**, **3rd Assistant Engineer Elias Ramos**, **Assistant Cook Ruben Rodriguez**, **Boatswain's Mate Henry Salcedo Jr.**, **Pumpman Jimmy Sambula** and **Human Resources Specialist Gregory Dickerson** as they retire. MSFSC thanks them for many years of dedicated service.

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

Letter of appreciation from the Chairman of the Joint Chiefs of Staff



CENTRAL • CURRENTS

In January, Sealift Logistics Command Central/Commander Task Force 53 welcomed two ships to the U.S. 5th Fleet area of responsibility. Fleet replenishment oiler USNS Henry J. Kaiser and dry cargo/ammunition ship USNS Wally Schirra both arrived as part of a routine six-month deployment supporting the Carl Vinson Carrier Strike Group.

During January, Naval Fleet Auxiliary Force ships delivered nearly 14 million gallons of fuel to U.S. and coalition ships operating in the region. In addition, the command flew 418 missions, and delivered 1,432 tons of cargo and 524 tons of mail to support U.S. 5th Fleet lines of operation.

MSC oceanographic survey ship USNS Bruce Heezen and MSC-chartered survey ship MV Denny Tide conducted routine survey operations in the Arabian Gulf, while tanker Maersk Michigan moved 23 million gallons of fuel for the Defense Logistics Agency throughout the U.S. 5th Fleet area of responsibility.

MSC-chartered container ship MV Noble Star delivered the Iraqi navy's third pa-

trol boat to Bahrain before heading to Kuwait to load retrograde equipment before sailing back to the United States. The Iraqi patrol boat delivered is the third of 15 patrol boats being built for the Iraqi Navy in support of U.S. and Iraqi efforts to reconstitute Iraq's ability to enforce its maritime sovereignty and security. The Iraqi Navy acquired these patrol boats as part of the U.S. Navy's Foreign Military Sales Program.

SEALOGCENT/CTF-53 warmly welcomes Navy **Cmdr. Joel Tiu**, Navy **Lt. j.g. Thomas Poe**, Navy **Lt. j.g. Ryan Larrivee**, Navy **Logistics Specialist Chief Felicia Wells**, Navy **Logistics Specialist Chief Anthony Garcia**, Navy **Logistics Specialist Chief Geronimo Jimenez**, Navy **Logistics Specialist Chief David Leflet**, Navy **Logistics Specialist 1st Class Thomas Ellison**, Navy **Yeoman 1st Class Keenon Louis**, Navy **Logistics Specialist 2nd Class Josephus Monabante** and Navy **Logistics Specialist 2nd Class Nathaniel Blaylock**.

SEALOGCENT/CTF-53 bids a fond farewell to Navy **Lt. Carlisle Pennycooke**, Navy **Logistics Specialist Chief Dan Albright** and **Operations Specialist 2nd Class Ervin Crockett**.

Matthiesen concludes era of T-5 tanker service to Antarctica

By James Marconi
MSC Public Affairs

For each of the past 26 years, one of Military Sealift Command's Champion-class T-5 tankers has transited through foul weather, frigid temperatures and thick ice to bring vital fuel to McMurdo Station, the remote National Science Foundation research outpost in Antarctica. This January marked the final time that one of these tankers will make the challenging voyage.

MSC tanker USNS Richard G. Matthiesen delivered more than 5.5 million gallons of diesel, gas and jet fuel to McMurdo Station Jan. 29 to Feb. 4. The delivery was part of Operation Deep Freeze, the annual U.S. Air Force-led mission to resupply McMurdo Station. ODF provides McMurdo's only supply of dry cargo and fuel that the 85-building

a T-5 tanker, a milestone in 26 years of dedicated tanker support by MSC, the Champion-class tankers and the U.S. merchant seamen who crew them in support of Operation Deep Freeze," Buzby said. "MSC will continue to support Operation Deep Freeze, but this marks the end of a proud era for the Champion-class tankers."

To commemorate the occasion, MSC gave NSF the ship's builder's plaque, which is the bronze plate that had been displayed on the ship's bridge and cast with the ship's name, builder's name and year the ship entered service. MSC also gave a second plaque outlining the T-5 tankers' historical support of ODF. In addition, Matthiesen's crew of 24 civilian contract mariners donated a life ring from the ship that was autographed by each crew member, along with a picture of the ship and its namesake, Richard G. Matthiesen.

Matthiesen is the last T-5 tanker in service to MSC's Sealift Program, which is responsible for transporting

involved with ODF over the years have delivered more than 137 million gallons of fuel without a single environmental accident or spill.

"Resupplying the Antarctic only happens once a year. It's the window of opportunity," Joerger said.

Although Operation Deep Freeze takes place during the Antarctic summer, MSC ships still require the assistance of an NSF-chartered ice breaker – this year Swedish ship RV/IB Oden – to reach McMurdo Station. The ice can also present challenges at McMurdo itself; Matthiesen was delayed for two days due to a 20-foot underwater ice ledge that accumulated at the end of the station's newly constructed ice pier and had to be removed with dynamite before the ship could safely pull alongside. Once there, Matthiesen discharged its fuel starting at 8 a.m., Jan. 30, working around the clock to complete the process at 11 p.m., Jan. 31.

Joining Matthiesen this year, MSC-chartered container ship MV BBC Ems transported 84,320 square feet of dry cargo from Port Hueneme, Calif., to McMurdo Station in early February. Supplies aboard the 469-foot ship ranged from food to a tractor and building materials. "The ship contained everything you need to run a small city for a year," said Timothy Pickering, cargo project officer at MSC headquarters.

Fifty-nine sailors from the Williamsburg, Va.-based Navy Cargo Handling Battalion One and 65 members of the New Zealand Self Defense Force worked in shifts around the clock to offload BBC



Military Sealift Command tanker USNS Richard G. Matthiesen makes the difficult voyage to Antarctica as a crucial part of Operation Deep Freeze.



U.S. Air Force photos by Maj. Jonathan R. Hannan

station, which has a population of up to 1,100 scientists and support personnel during the summer months, will receive for the entire year. MSC has sent a tanker and a dry cargo ship carrying fuel and supplies to the research station each year since it was established in 1955.

"If we didn't provide the fuel, they would have to shut the station down," said John Joerger, tanker project officer at MSC headquarters in Washington, D.C. "They need fuel for heat; They need it for their vehicles, helicopters and all the things they do. If they don't have fuel, they can't survive in the Antarctic."

Navy Rear Adm. Mark H. Buzby, commander, MSC, commended the T-5 tankers' decades of service during a short ceremony held Jan. 28 at McMurdo Station's community center.

"This is the last McMurdo Station port call for

fuel and cargo worldwide in support of DOD. Five T-5 tankers were built in the mid-1980s and chartered by MSC until 2003, when the command purchased four of the five. All five tankers have served as part of Operation Deep Freeze.

"Of all the missions T-5 tankers have performed, the 'ice missions' may be among the most important," said Joerger. MSC participates in two ice missions each year: Operation Deep Freeze and Operation Pacer Goose, which takes supplies and fuel to Thule Air Force Base in Greenland every summer. Matthiesen and the other T-5 tankers

Contract mariners working aboard Military Sealift Command-chartered container ship MV BBC Ems off-load cargo in February at McMurdo Station's ice pier. While the ship brought supplies, including building material, a tractor and food, it departed with a year's worth of McMurdo's trash and recyclables.



U.S. Antarctica Program photo by Larry Larsson

Ems' cargo. Then they began back-loading the ship with cargo for transport off the continent, including ice core samples used in scientific research and carried in three 40-foot refrigerated containers. The ship took on trash and recyclable materials for disposal.

After Matthiesen returned to the United States from McMurdo Station, MSC began preparing the ship for its expected deactivation in March.

Upon deactivation from MSC service, Matthiesen will join USNS Paul Buck and USNS Samuel L. Cobb in the Maritime Administration's National Defense Reserve Fleet, a force of approximately 30 dry cargo ships and tankers maintained for potential national emergencies. Buck and Cobb were deactivated and transferred to the NDRF in 2010. The fourth government-owned T-5, USNS Lawrence H. Gianella, was transferred to MSC's Prepositioning Program in 2009 and continues to operate in support of the U.S. Marine Corps.

MSC replaced the T-5s for most DOD fuel transport missions with two newly built tankers that MSC chartered in late 2010 and early 2011: MT Evergreen State and MT Empire State. Because these ships are not ice-strengthened, MSC will charter tankers on the commercial market to fill future ice missions.