

May 2011

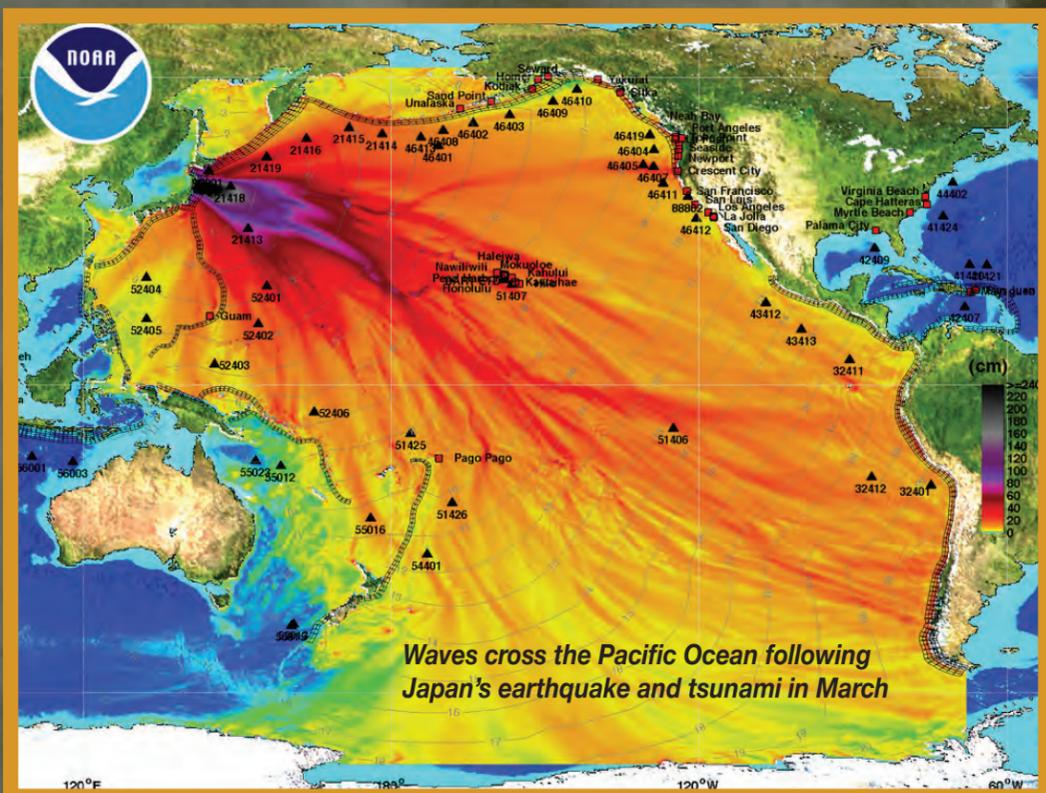
# S.E.A.L.I.F.T

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

# Disaster!

## JAPAN

Earthquake  
Tsunami  
Aftershocks  
Nuclear meltdown



Reuters/Kyodo photo  
Diagram courtesy of NOAA/PIEL

INSIDE — MSC sustains operations off the coast of Libya • Button and Curtiss train in USMC cargo exercise

# Managing quality change and growth

What? We're changing again?! We re-invented in 1996. We transformed in 2004. Do we have to change again?

Those are fair questions that deserve answers. Here's the first, basic answer. Organizations in the 21st century either change with the times, or they disappear. The trick is to manage the change for the good of the organization and its customers.

That's what we're doing at MSC with my four strategic initiatives. I've talked about the first three in this column: providing ships ready for tasking, developing and enabling our workforce, and focusing on the customer. Now it's time to talk about managing organizational change and growth.

## Commander's strategic priorities:

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

### Change

Let me start by stating up front that there's no questioning how we perform. We're good, and our reputation is top notch. In the near-term years ahead, there is no doubt that MSC is going to have more responsibility, but with smaller budgets. That means we absolutely have to become more effective and efficient. That's what great 21st-century organizations are all about.

As we look at our processes, our organizational infrastructure and people, the changes we make have to be focused on our customers and how our changes affect them. MSC delivers "stuff" to our DOD and other customers around the world. We're all about logistics management, whether it's delivering to the fleet, our allies, our sister services, other federal agencies or areas around the world that need disaster assistance. As we flow products to our customers, we need to provide total

visibility, especially when it comes to combatant commanders. That requires better data communication, so we need to be organized to make the information flow the best it can. Technology helps, but it's pretty much in constant change, so MSC needs to be able to change quickly, too.

We're going to continue analyzing our part in the supply chain to see if we're contributing to any bottlenecks and improve the processes or organizational structure involved, as necessary.

### Growth

At the same time, we're talking about increased responsibility for MSC. New ship classes are coming to us: joint high-speed vessels, mobile landing platforms, dry cargo/ammunition ships used as part of the Maritime Prepositioning Force (Future) and the sea-based X-band radar ship to name a few. As trust in MSC's capabilities grows in the Navy, U.S. Transportation Command, DOD and beyond, we're being considered for new missions.

To keep all of these new ideas organized, we need to incorporate better knowledge management in everything we do. Knowledge management is how we use technology to improve work process and make data more useful and sharable. This will help us achieve equilibrium between our people, our data, our processes and our technology by ensuring the free flow

of information between MSC people, our customers and our contractors.

I've established a Knowledge Management Working Group at headquarters with representatives from all the departments and programs. The working group is looking at all kinds of initiatives to seek the best way forward for MSC.

Right now, we have a public website, an internal website available only to MSC shore-side units, our IS portal on the Web that is a sharing point for all of MSC, and the Fleet Forces Command share point that is open to anyone who has a Common Access Card. But there is no overarching governance for these information-sharing sites. There needs to be, so the content is consistent, useful and available to the people who need it, when and where they need it. The working group is tackling these issues.

Project management is another area where we can streamline our efforts, moving toward a common project management language and approach. This will give us consistency in our reporting across the command, more visibility to decision makers and earlier risk identification and mitigation.

### Quality

All of the ideas and potential courses for change I've mentioned need to be constantly focused and on track. So we're also developing a quality management system to continually improve our systems by assessing and documenting risks, performing and recording processes, re-evaluating the risks to the processes and making improvements in the processes. You'll see more on this in the future as senior leadership receives training on the management issues, and person-

nel directly involved in developing procedures or auditing the process receive specific training.

Our goal is to become a registered organization under the International Organization for Standardization ISO 9000 program.

### Reliability

As I wrote earlier, there's no doubt about MSC's performance. We're there – where we're needed, when we're needed. Look around the world today, and you'll see MSC crews assisting with Operation Tomodachi in response to the Japanese earthquake and tsunami. You'll see MSC Naval Fleet Auxiliary Force shipmates in the Mediterranean for NATO operations near Libya. You'll see MSC sealift ships and mariners carrying supplies and combat gear to U.S. forces in Afghanistan. And you'll see MSC prepositioning ships and people in the Indian Ocean, ready for any other contingency that might arise.

In fact, if you look on any ocean, we're there. MSC delivers!

Sail safe, and yours aye,

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

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## MSC supports major Korea peninsula defense exercise

By Edward Baxter  
MSCFE Public Affairs

For more than 50 years, Military Sealift Command has played a major role in Exercise Key Resolve/Foal Eagle, one of two large-scale exercises held annually by the United States and the Republic of South Korea to jointly train for a possible attack. MSC continued its critical support in this year's events, which began late February and concluded in late April.

MSC assumes varied roles in these peninsula-defense exercises to practice for real-life situations. In the event of a crisis, MSC could support the mass evacuation of thousands of civilians, as well as support an influx of strategic sealift ships delivering dry cargo and fuel to U.S. and allied troops.

From Feb. 28 to March 11, more than 2,300 U.S. military personnel participated in Key Resolve, a command-post exercise focused on deploying troops and equipment to the Korean theater of operations. Foal Eagle, the second stage of the exercise, took place from mid-March to late April and involved more than 10,000 U.S. forces operating with 200,000 ROK forces.

During this year's Key Resolve,



A civilian mariner working aboard Military Sealift Command large, medium-speed, roll-on/roll-off ship USNS Watson familiarizes MSC Expeditionary Port Unit 112 with the ship in Busan, Korea, as part of Korean peninsula defense exercise Key Resolve/Foal Eagle, which took place from February to April.

MSC provided support, including 36 Navy Reservists, as well as active duty military personnel and civil service employees assigned to MSC Far East in Singapore, MSC Office Korea in Busan and at Ship Support Unit Japan in Yokohama. There, Reservists simulated the command and control of MSC ships during a large-scale conflict, and conducted training with their

U.S. Army and ROK counterparts.

"Defending South Korea not only requires sustaining U.S. forces, but resupplying them with new equipment, supplies and fuel both quickly and efficiently, which is of equal importance," said Navy Capt. Chip Denman, commander, MSCFE.

Korea story continued on Pg. 3

# Button & Curtiss host USMC cargo exercise



U.S. Navy photo by MCI Bryan Niegel

Military Sealift Command Maritime Prepositioning Ship USNS SGT William R. Button at anchor with a roll-on/roll-off discharge facility platform attached to it during Exercise Pacific Horizon 2011. The exercise, which was held near U.S. Marine Corps base Camp Pendleton in early March, allowed Marine and Navy units to practice moving combat equipment from ship to shore.

## Roll-on/roll-off capability highlighted in Pacific Horizon

By Sarah Burford  
MSCPAC Public Affairs

Two ships operated by Military Sealift Command were the focal points of an at-sea exercise off Southern California, called Pacific Horizon 2011, March 1-13. The exercise included Maritime Prepositioning Ship USNS SGT William R. Button and the Maritime Administration's Ready Reserve Force ship SS Curtiss, which loaded and off-loaded combat cargo at sea, using smaller surface craft to deliver the cargo to and from shore.

Pacific Horizon 2011 is part of an annual training plan for the 1st Marine Expeditionary Force, Expeditionary Strike Group Three, Naval Beach Group One, Navy Cargo Handling Battalion One, Naval Amphibious Construction Battalion One and the Marine Aviation Logistics Squadron 39. Approximately 2,500 sailors and Marines participated in the exercise, assisted by 64 U.S. merchant mariners who make up the crews of Button and Curtiss.

During the exercise, Marines and sailors moved 200 pieces of Marine Corps field equipment using the Improved Navy Lighterage System, or INLS, which comprises motorized and non-motorized barges that ferried cargo between ship and shore and back again. Equipment included trucks, power trailers, 20-foot containers and Humvees from Button, which was anchored approximately three miles off the coast of Camp Pendleton's Red Beach.

"Having these two ships here for us to train with is an outstanding opportunity for us," said 1st MEF Sgt. Maj. Randal Carter. "These crews are professional

and provide us an excellent opportunity to train and to learn in an environment that is a lot like the areas we, as Marines, operate in during our missions."

Operations began March 2, with the arrival of Button and Curtiss off Red Beach. The ships' crews participated in a pre-operations and safety brief and a safety drill on the first day in preparation for the start of the equipment discharge. In addition, a nine-section roll-on/roll-off discharge facility, or RRDF, was delivered and attached to Button's stern ramp by Navy personnel.



U.S. Navy photo by Sarah Burford

A deck crane aboard Button lifts a section of the Improved Navy Lighterage System, which comprises motorized and non-motorized barges to ferry cargo between ship and shore, on to the ship as cargo operations concluded during exercise Pacific Horizon 2011.

"Having a couple of days to prepare and get everyone into the right frame of mind before we start moving equipment really makes a difference for us in terms of safety," said Capt. David Eddy, Button's civilian master. "We want to provide a good service to our military members, but we also want to provide a safe platform for them as well. That's more important to me than how many pieces of equipment that we can move."

From March 3-5, Button's crew of 31 merchant mariners, along with the military cargo handlers, off-loaded tracked and wheeled vehicles from the ship's cargo hold, down the ramp, across the RRDF and onto a motorized causeway ferry for delivery to the beach staging area. The ship's three deck cranes were used to transfer non-motorized cargo. The cargo was staged on the beach after delivery, before being returned to the ship during the exercise's final phase from March 6-10.

"These kinds of training exercises are always valuable to us," said Eddy. "They help us iron out wrinkles, learn how to move around on the decks with different kinds of cargo and to best figure out where things should go to make the mission move forward smoothly."

Marines and sailors from the participating units sailed aboard Button while it transited the East Coast. This gave the ship's civilian crew and military personnel the time to plan and discuss issues unique to Pacific Horizon 2011.

While cargo operations were underway on Button, Curtiss and its crew of 33 civilian mariners were participating in a separate part of the exercise. Operating 20 miles north of Button, Curtiss was used as a platform from which to conduct helicopter operations with Marine Aviation Logistics Squadron 39. These operations were a continuation of a scenario the Marines played out on the beach, where a humanitarian aid and disaster relief mission changed into a security operation as simulated local forces impeded relief efforts. Throughout the operation, cargo continued to move between ship and shore.

Despite all the planning and training, unforeseen circumstances still kept the crews on their toes. A band of storms moved through the region March 6-8, causing significant winds and a heightened sea state with swells greater than four feet. This caused operations to terminate for most of the day March 8.

In response to a Pacific-wide tsunami warning following the earthquake off the coast of northern Japan March 11, Button and Curtiss temporarily departed their respective operating areas and proceeded seaward as a precautionary measure against a potential West Coast tsunami. The ships returned to the coastal areas and resumed the exercise after a relatively minor water surge.

Operations concluded March 11, with the ships departing the area March 13. Button transited to Marine Corps Blount Island Command in Jacksonville, Fla., and Curtiss returned to reduced operating status at its layberth at Naval Station San Diego.

"Being a part of this exercise was great for me as a merchant mariner," said Don Clarey, a member of Button's crew. "As part of the prepositioning force, we spend a lot of time in a waiting status. Getting to be out here and going through this kind of exercise with all these military people is really what I got into this line of work for."

## Korea story continued from Pg. 2

In Singapore, 11 Reservists from St. Louis, Mo.-based MSCFE Reserve Unit 101 augmented MSCFE staff by establishing an around-the-clock command and control center to manage the movement of MSC ships throughout the U.S. 7th Fleet area of responsibility, and to and from the Korean theater of operations.

In Yokohama, five Reservists from MSCFE Reserve Unit 101 integrated with the U.S. Army Surface Deployment and Distribution Command's 836th Transportation Battalion by establishing a joint command and con-

trol center to manage ports, ships and cargo on the Japanese mainland.

"Classroom training is beneficial but only goes so far," said MSCFE Reserve Unit 101's Executive Officer Navy Cmdr. Jeff Davis. "Throughout the exercise, we dealt with real-world issues in a real-time environment from which we all gained valuable experience."

In Busan, 20 Reservists from Kansas City, Mo.-based MSCFE Reserve Unit 102 integrated with SDDC's 837th Transportation Battalion, as well as ROK army and navy personnel, in staffing a combined seaport command center.

Little Rock, Ark.-based Expeditionary Port Unit 112 established op-

erations at South Korea's Jinhae port and conducted hands-on training in handling requirements for ships arriving and departing from an ROK port. This included ship's husbandry, force protection, communications and liaison with port officials and local government officials. MSC's EPU's are highly mobile units that can quickly deploy to a contingency, establish port operations and manage the arrival and departure of cargo ships in port.

Four sailors from EPU 112 also took the time to visit children from the nearby Hope Orphanage in Jinhae, playing games with the children, handing out sweets and joining them for a tradi-

tional Korean lunch. The school's director, Kyungmin Lee, presented the sailors with a school plaque to commemorate their visit.

"This was a time to celebrate relationships and, at the same time, educate the children about the U.S. Navy," said Navy Boatswain's Mate 1st Class Grace Gabel from EPU 112.

"By working in the Korea theater of operations, we gained valuable knowledge of the ports, piers and ships that we would likely be working with during an actual contingency operation on the peninsula," said MSC Far East's 102's executive officer Navy Cmdr. Tom Boswell.

# Operation TOMODACHI



U.S. Navy photos

**By Edward Baxter, MSCFE Public Affairs**

In frigid temperatures off the coast of Japan, Military Sealift Command dry cargo/ammunition ship USNS Matthew Perry delivered more than 200 pallets of humanitarian and disaster relief cargo to guided-missile destroyer USS McCampbell.

McCampbell's helicopters transported this precious cargo to hard-hit areas of northern Japan after a 9.0-magnitude earthquake triggered tsunamis March 11. More than 12,000 people were killed, 164,000 were displaced from their homes, and 15,000 were declared missing.

"The tsunamis tossed 300-plus-ton vessels a half-mile inland like they were toys," said Navy Diver Senior Chief Jon Klukas aboard MSC rescue and salvage ship USNS Safeguard, another MSC ship tasked in the relief effort.

The U.S. Navy sent 20 ships, 140 aircraft and 19,000 personnel to support Operation Tomodachi, a Japanese word that means "friend." Ships included those in the USS Ronald Reagan Carrier Strike Group and USS Essex Amphibious Ready Group. At the center of this support were seven MSC Naval Fleet Auxiliary Force ships and MSC-chartered high-speed vessel Westpac Express.

The relief effort began March 13 when Reagan arrived off Sendai, about 190 miles north of Tokyo. Helicopters immediately delivered relief supplies ashore and conducted search and rescue and aerial reconnaissance missions.

Fast combat support ship USNS Bridge was the first MSC ship on site. Within days, more MSC ships joined the group, including Perry; fleet replenishment oilers USNS Pecos and USNS Rappahannock; dry cargo/ammunition ships USNS Carl Brashear and USNS Richard E. Byrd; and Safeguard.

"The disaster brought us together in a spirit to help save lives and provide relief supplies to those affected by this horrible tragedy," said Navy Operations Specialist 2nd Class Stephanie Santos aboard Perry.

More than 700 civil service mariners, 80 sailors and 14 merchant mariners working for a private company under contract to MSC worked around-the-clock in the fast-tempo environment that included heavy rain, hail and snow.

In addition, Ship Support Unit Yokohama Director Sam Reynolds and his staff provided regional logistic support during relief efforts despite rolling power outages and the disruption of mass transit schedules.

## **USNS Bridge**

Bridge was sailing toward the Republic of Korea when the ship was diverted to Japanese waters, arriving March 13, less than 48 hours after the earthquake struck. Bridge's embarked MH-60S Seahawk helicopters took to the skies, surveying the battered coastline. Bridge's air detachment officer-in-charge, Navy Lt.Cmdr. Steve Thomas, reported the widespread devastation he witnessed.

"We spotted a drifting commercial boat still tied up to a dock about 30 miles out to sea," Thomas said.

Bridge's helicopters then flew relief missions – sometimes landing on baseball fields and empty parking lots – to deliver more than 30,000 pounds of supplies ashore.

Throughout the mission Bridge also responded to short-fuse replenishment requirements, at times utilizing its full capacity to service multiple ships.

"It was not unusual to have two customers alongside port and

starboard at the same time, and two in tow," said Bridge's civil service Cargo Mate Kevin Farrin.

In total, Bridge conducted 25 underway replenishment operations, delivering more than 1.8 millions gallons of fuel in support of Operation Tomodachi.

## **USNS Pecos**

Pecos began its support to Tomodachi March 21 when the ship rendezvoused with U.S. 7th Fleet flagship USS Blue Ridge near Kyushu, Japan. Blue Ridge transferred 96 pallets of humanitarian assistance and disaster relief material to Pecos for delivery to the Essex Amphibious Group and the Ronald Reagan Carrier Strike Group. Pallets, some weighing as much as 1,000 pounds, contained items such as water containers and water purification tablets, first-aid products, tarps, blankets and other supplies. The ship arrived off Sendai March 25 for more underway replenishment operations.

Forty-plus-knot winds made operations challenging March 26 when Pecos conducted unreps with guided-missile cruisers USS Chancellorsville and USS Shiloh, and guided-missile destroyers USS Preble and USS Mustin.

"The biting-cold and strong winds made it essential for the Pecos team to wear very warm clothes and be extra sharp while on deck," said Navy Operations Specialist Chief Terry Eckles aboard Pecos.

During its support effort to Operation Tomodachi, Pecos completed nine unreps and delivered more than 2.3 million gallons of fuel to other supporting ships.

## **USNS Carl Brashear**

Brashear loaded more than 800 pallets of humanitarian cargo at Sasebo's Juliet pier March 20 and set sail later that day to join the Navy ships operating off northern Japan.



# Friends

# DACHU



Closing on Reagan, debris spread by the tsunamis made navigating the waters challenging. "Drifting shipping containers are difficult to see," said Brashear's civil service master Capt. Mike Grogan.

Brashear completed 17 underway replenishment missions, delivering more than 1 million gallons of fuel to ships supporting Tomodachi.

### USNS Matthew Perry

Like Bridge, Matthew Perry was heading to South Korea when civil service master Capt. Jonathan Olmsted received a call to assist Operation Tomodachi.

Perry loaded food, repair parts and bottled water March 15 at Okinawa, Japan.

"This short-notice requirement meant loading supplies and passengers and getting underway within hours," said Navy Cmdr. John Brughelli, officer-in-charge of Perry's military detachment.

Like MSC's other ships, Perry continuously maintained a high operating tempo. In one instance, three Essex and Shiloh-based Navy helicopters transported relief cargo from Perry to Harpers Ferry and Tortuga while, simultaneously, USS Shiloh and USS Mustin received fuel from Perry by connected replenishment.

"[It was] an amazing scene, conducted smoothly, and all due to the professionalism of each and every civilian mariner and sailor aboard," Brughelli said.

Perry spent 21 days supporting Operation Tomodachi, completing 17 separate replenishment events and delivering more than 1.5 million gallons of fuel.

### USNS Richard E. Byrd

Byrd was in Singapore when the ship was ordered to join Reagan. Arriving off Sendai March 30, Byrd's embarked SA-330J Puma helicopters airlifted hundreds of pallets of relief supplies to Preble and landing dock ships USS Harpers Ferry and USS Tortuga.

During a March 31 vertical replenishment operation with Tortuga, a thick fog blanketed both ships, reducing visibility to near zero. One of Byrd's MSC-contracted Puma helicopters was ordered to land immediately.

"At one point, we lost sight of Tortuga completely," said Byrd's Chief Mate Fred Cullen.

Tortuga was 300 yards off Byrd's port side at the time. Once the fog lifted, the Puma headed back to Tortuga to complete its final mission of the day.

Byrd completed 16 underway replenishment evolutions, delivering 210,000 gallons of fuel to Tomodachi-support ships.

### USNS Rappahannock

Rappahannock was also in port at Singapore when civil service master Capt. David Murrin conducted an emergency personnel recall. "We mustered crew members and got underway within 10 hours," Murrin said.

As soon as the ship cleared the last buoy in the Singapore Strait, Blue Ridge pulled alongside. Rappahannock delivered fuel, stores and humanitarian relief supplies to Blue Ridge for transport to mainland Japan. Rappahannock then loaded diesel and aviation fuel at Sasebo, Japan, March 24 before sailing for Gwangyang, South Korea, arriving March 27. There, Rappahannock loaded 289 pallets of bottled water, which the ship delivered to Yokosuka, Japan, March 30. Less than 24 hours later, the ship was underway again in the direction of Sendai.

Rappahannock completed 10 underway replenishment missions delivering more than 2.4 gallons of fuel.

### USNS Safeguard

Safeguard was pierside Yokosuka, Japan, awaiting orders to depart for a scheduled dive and salvage mission to the Pacific Island of Yap, when civil service master Capt. Ed Dickerson got the call to divert and assist Japan. Safeguard's embarked Navy Mobile Diving Salvage Unit One divers, USS Tortuga-based Navy Explosive Ordnance Disposal Mobile Unit 5 and Underwater Construction Team Two divers got to work March 25 at the hard-hit port of Hachinohe.

Safeguard, along with shallow-draft landing craft from Tortuga, used side-scan sonar to survey more than 4.5 million square yards of harbor and removed 5 tons of wreckage including cars, a small storage building and a massive concrete block. Due to Safeguard's efforts, the ship was able to clear a channel for a commercial liquid natural gas tanker to safely dock at Hachinohe to deliver vital heating fuel for the first time since the earthquake struck.

Safeguard and Tortuga shifted to the ports of Miyako and Oshima beginning March 29 surveying channels and moving underwater hazards through April 8.

### HSV Westpac Express

Westpac Express made two sorties in support of Operation Tomodachi. The MSC-chartered ship moved 450 tons of cargo, including 7-ton trucks, fuel tankers, generators and water tanks from Okinawa to Iwakuni, Japan, arriving March 15. On March 20, Westpac Express loaded 226 pallets of bottled water at Pohang, ROK, off-loading at Iwakuni the next day.

### Japan offers gratitude

Operation Tomodachi concluded April 8 when Reagan was ordered to end HA/DR operations.

"It is my sincere wish that those of you who will depart from the relief efforts to assume a new mission, leave with a feeling of utmost pride for taking part in a noble cooperation like Operation Tomodachi," said Japan's Defense Minister Toshimi Kitazawa.

Navy Lt. Tony Beard, assigned to Commander Task Force 73, contributed to this story.

Cover: A 9.0-magnitude earthquake triggers tsunamis that devastate Japan March 11, leaving more than 12,000 people dead, 164,000 displaced and 15,000 declared missing. In Onagawa, a woman reacts after discovering her mother's body in the wreckage.

Background this page: Military Sealift Command rescue and salvage ship USNS Safeguard sails into Hachinohe harbor March 25 to help clear wreckage so other support ships can enter safely.

From left to right:

- (1) Grateful Japanese leave a message for Americans participating in the relief effort.
- (2) A civil service mariner from MSC dry cargo/ammunition ship USNS Richard E. Byrd connects pallets to a helicopter during an underway replenishment.
- (3) Navy personnel aboard command ship USS Blue Ridge arrange supplies after a vertical replenishment with MSC fleet replenishment oiler USNS Pecos.
- (4) MSC dry cargo/ammunition ship USNS Carl Brashear prepares to replenish guided-missile destroyer USS Curtis Wilber.
- (5) U.S. Marines move cargo aboard MSC high-speed vessel Westpac Express.
- (6) Dry stores are loaded onto MSC dry cargo/ammunition ship Matthew Perry for delivery to dock landing ship USS Harpers Ferry.

# To the rescue

## FAR • EAST • HAILS

Military Sealift Command offshore petroleum distribution system ship MV Vice Adm. K.R. Wheeler participated in a one-day, combined, joint military exercise off the coast of Anmyeon, Republic of Korea. Combined Joint Logistics Over-the-Shore 2011 included demonstrating portions of both the at-sea and ashore operations involved in pumping fuel ashore from a tanker, as well as the deployment of military cargo aboard barges.

Part of the annual Korea peninsula

defense exercise Foal Eagle 2011, this year's CJLOTS was the first conducted in partnership with the ROK. While neither the float hose connecting Wheeler to the tanker nor the flexible pipe connecting Wheeler to shore were deployed, hooking up with a South Korean tanker provided valuable training for the ship's civilian mariners who work for a private company under contract to MSC.

Navy **Capt. Deidre McLay**, prospective commander of Maritime Preposi-

tioning Ship Squadron Three, visited MSC Far East in Singapore March 2-4. McLay met with MSCFE Commander Navy **Capt. Chip Denman** and command staff members during an orientation visit to the command. McLay is scheduled to take command of MPS Squadron Three in May.

Navy **Capt. Herman Awai**, commander, MPS Squadron Three, visited the U.S. ambassador to the Republic of Palau, Helen Reed-Rowe, during a visit to the island nation March 10. Maritime Prepositioning Force ship USNS 1st LT Jack Lummus' civilian master **Capt. David Hagner** gave a tour of the ship to 30 local high school students, U.S. embassy staff members and U.S. Peace Corps volunteers March 14.

MSCFE welcomes Navy **Cmdr. John Montonye**, who relieved Navy **Cmdr. Paul Grgas** April 5 as the command's chief staff officer. Montonye reports to Singapore from the U.S. Transportation Command at Scott Air Force Base in Illinois, where he served with the Strategy, Policy, Programs and Logistics Directorate.

Grgas, who reported to MSCFE in 2008, first served as operations officer before becoming chief staff officer the following year. Denman recognized Grgas' achievements by presenting him with the Meritorious Service Medal during an April 5 awards ceremony held at Singapore's Sembawang Wharves. Grgas reported next to staff of commander, U.S. Naval Forces Korea.



U.S. Navy photo by Ed Baxter

*A South Korean commercial barge carrying an armored personnel vehicle delivers cargo to the beach at Anmyeon, Republic of Korea, during Combined Joint Logistics Over-the-Shore 2011, March 23. This demonstrated the U.S. Navy's ability to project power over the sea in coordination with host-nation military forces. Military Sealift Command offshore petroleum distribution system ship MV Vice Adm. K.R. Wheeler, seen in the background, linked up to a South Korean commercial tanker during the exercise. The only ship of its kind, Wheeler is designed to serve as a pumping station to transfer fuel from a tanker at sea to shore through eight miles of flexible pipe stored on the ship's weather deck.*

## HQ • HIGHLIGHTS

Military Sealift Command headquarters Navy **Operations Specialist 1st Class Adam Schwegel** was recognized as MSC's Sailor of the Year at a ceremony at MSC headquarters March 16.

Sealift newspaper editor **Meghan Patrick**, public affairs, earned honorable mention in the feature article category of the 2010 U.S. Navy Chief of Information Merit Awards for a Sealift article she wrote about MSC hospital ship USNS Comfort's response to the crisis in Haiti in 2010. Patrick also earned a 2011 National Association of Government Communicators Blue

Pencil Award in the writer's portfolio category for four feature articles she wrote for Sealift in 2010. Sealift newspaper earned an NAGC Blue Pencil Award in the internal newsletter category for the best in federal government. Place winners will be identified at an awards ceremony May 11 in Minneapolis.

MSCHQ celebrated Women's History Month with a special program at the Navy Yard's Catering and Conference Center March 31. **Joan Divens**, Sealift Program technical director, served as guest speaker, paying tribute

to generations of women who have made noteworthy contributions. Navy **Rear Adm. Mark Buzby**, commander, MSC, also provided remarks.

**Josh Hunt**, strategic sealift and prepositioning detachment at Scott Air Force Base, competed in the 2011 Missouri State/Ozark Powerlifting and Benchpress Competition March 12. Hunt took first place honors in the 275-pound Raw Division lifting a combined 1,386 pounds.

Former Ambassador **Dennise Mathieu**, U.S. Transportation Command foreign policy advisor, visited MSC headquarters April 11 in an effort to gain a greater understanding of MSC's organization and mission. While visiting, Mathieu met with MSC leadership including Buzby.

MSC headquarters' chiefs' mess visited Arlington National Cemetery as part of the Navy chief's birthday observance April 1. The five chief petty officers visited the

graves of five Navy chiefs who passed away in the Iraq and Afghanistan conflicts. While at their gravesites, they read the chiefs' biographies and placed a chief's anchor on each of their headstones. Later that day, the chief's mess visited the Navy Memorial in Washington, D.C., where they celebrated the day with other Navy chiefs from the area.

MSC bids farewell to **Stephanie Clark**, command, control and computer systems; **Jacqueline Wourman**, maritime forces, manpower and management; **Matthew Sweeney**, Naval Fleet Auxiliary Force; and **Danial Miller**, engineering.

MSC welcomes Navy **Lt. Cmdr. Joseph Matison**, command administration; **Ra-landa Miller**, logistics; **Joe Harris**, operations; **Sandra Munrath**, command, control, communication and computer systems; and **Susan Cash**, **Theresa Germanovich**, **Chara Pina** and **Arthur Simmons**, office of the comptroller.

## PACIFIC • BRIEFS

Navy **Lt. Florence Beato**, Military Sealift Command Pacific logistics officer, participated in the Fleet Industrial Supply Center San Diego's Lean Six Sigma Green Belt Continuous Process Improvement Project on Replenishment at Sea-Stores, or RAS-S processes, March 9-11. The project mapped out the RAS-S process to streamline the movement of stores via underway replenishment. This included re-writing the current RAS-S standard operating procedures. Beato was joined by members of the FISCSD Subsistence Prime Vendor Team and a chief petty officer from the Navy's Food Management Team.

**Larry Larsson**, MSCPAC operations department, traveled to Port Hueneme, Calif., March 10 to oversee the discharge operations of retrograde materials by MSC's Expeditionary Port Unit 117 from MSC-chartered dry cargo ship BBC Ems. The materials were part of the annual Antarctic resupply mission Operation Deep Freeze. MSC's Strategic Sealift and Prepositioning Director **Chris Thayer** visited Port Hueneme March 14 to observe the offload and to meet the ship's crew.

MSCPAC hosted the Pacific Masters

and Chief Engineers Conference April 4-6 in San Diego. The conference provided an opportunity for masters, chief engineers, area commands and Military Sealift Fleet Support Command to discuss Combat Logistics Force operations, scheduling, readiness and force protection. The conference included remarks from Navy Vice Adm. Richard Hunt, commander, U.S. 3rd Fleet and Navy **Rear Adm. Mark Buzby**, commander, MSC.

MSCPAC bids farewell to **Dave Carmody**, MSC's representative to Pearl Harbor, who detached March 26 for U.S. Pacific Fleet Hawaii. Carmody reported to MSC in Pearl Harbor in 2007.

MSCPAC welcomes **Parrish Guerrero**, deputy logistics officer, who joins the team from Commander, Submarine Force U.S. Pacific Fleet. The command also welcomes **Airica Dryden**, MSCPAC/Commander Task Force 33 fleet ocean tugs and rescue and salvage ships scheduler. Dryden reports to MSCPAC following duty aboard MSC fleet replenishment oiler USNS Henry J. Kaiser, where she served as a civil service mariner second officer in the ship's operations department.

## EUROPE • AFRICA • NEWS

Maritime Prepositioning Force ships USNS 2ND LT John P. Bobo and USNS LCPL Roy M. Wheat visited two ancient cities – Rhodes, Greece, and Split, Croatia – for routine port visits in March. Navy **Capt. Michael Ott**, commander, MPS Squadron One, attended the opening ceremony of the Adriatic Sea Defense and Aerospace Exhibition with two U.S. military colleagues from the U.S. Embassy in Zagreb, Croatia, and European Command.

Navy **Capt. James Tranoris**, commander, Military Sealift Command Europe and Africa, also visited Greece in March to meet with the U.S. Embassy defense attaché in Athens. He then traveled to mainland ports and to St. Theodore and Souda Bay, Crete. Tranoris and several staff members met with various military and port officials with whom MSCEURAF works on a regular basis for Combat Logistics Force and tanker operations ships.

In a rare opportunity, **Kathleen Pavarini**,

marine transportation specialist and strategic support officer in the U.S. Navy Reserve component of the U.S. Navy, embarked MSC-chartered tanker Maersk Rhode Island March 25-27 while it conducted operations for MSCEURAF. Pavarini spent the time on board refreshing her navigation and ship operations skills on the U.S.-flagged vessel.

Senior leaders from MSCEURAF's headquarters Reserve unit and Expeditionary Port Units 104, 105 and 107, joined MSCEURAF Operations Officer Navy **Cmdr. Mark Hegarty** and Reserve coordinator **Kim Dixon** in the annual MSCEURAF Navy Reserve Component Commanders Conference in Baltimore March 12-13.

MSCEURAF welcomes marine transportation specialist **Matt Sweeny**. The command thanks strategic support officers **Lt. Cmdr. Mark Henson** and **Lt. Luke Wisniewski**, who each provided 45 days of Reserve support with ship on- and off-hires and various other special projects.

Navy **Chief Petty Officer Joe Hess** reenlisted in the Navy aboard Military Sealift Command rescue and salvage ship USNS Grapple March 11. He was sworn in by Grapple's second officer, civil service mariner **George Ashbridge**. Hess, who had previously been assigned to Grapple when it was a commissioned Navy ship, returned in 2008 to take the shipboard lead in the communications suite during deployments to Africa and Europe.

"Chief Hess has been a key player in maintaining our consistently high mission readiness," said Grapple's civil service master **Capt. Curt Smith**.

Military Sealift Fleet Support Command continues to present Global War on Terrorism civilian service medals to eligible civil service mariners. As of mid-March, MSFSC had coordinated the ceremonial presentation of 1,820 medals and was preparing award packages for

presentation aboard MSC fleet replenishment oilers USNS John Ericsson, USNS Yukon, USNS Big Horn, USNS Leroy Grumman and cable laying/repair ship USNS Zeus.

MSFSC celebrated Women's History Month during a program March 23 at Naval Station Norfolk. The annual event included a panel discussion and keynote address given by MSC's Naval Fleet Auxiliary Force and Special Mission Director **Eileen Roberson**.

Fair winds and following seas to civil service mariners **Able Seaman Phillip Bonnett** and **Wiper Justo Esteves** as they retire. Congratulations and thank you for your many years of dedicated service.

MSFSC regrets the passing of **Procurement Clerk Tad Shinagawa**, who worked for MSC in Yokohama for nearly 11 years.

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

Military Sealift Command fleet replenishment oiler USNS John Lenthall, with assistance from MSC dry cargo ammunition ship USNS Sacagawea, was U.S. 2nd Fleet's primary duty oiler in March. Both ships supported emergent requirements and scheduled evolutions.

MSC fleet replenishment oiler USNS Big Horn successfully passed in-port and at-sea qualification trials in early March. Big Horn was assisted with the trials in port by MSC fast combat support ship USNS Supply and at sea by Sacagawea. Big Horn set sail for the coast of Northern March 21 to support the biannual, United Kingdom-led interoperability exercise Joint Warrior 2011-1.

MSC hospital ship USNS Comfort conducted sea trials March 17-21 in preparation for Continuing Promise 2011. Conducted biennially, Continuing Promise provides humanitarian assistance and builds relationships between the United States and countries in Central America, South America and the Caribbean. MSC Atlantic coordinated an integrated logistics plan for Comfort's load out in Norfolk, Va., and worked to help define long-range logistics requirements during the ship's deployment, which began April 8. The ship made its first mission stop in Jamaica April 13-23.

MSC fleet ocean tug USNS Apache assisted guided-missile destroyer Aegis combat weapon system testing March 6-8 and later served as the dive platform March 14-18

during a training and evaluation exercise conducted by Mobile Diving and Salvage Unit Two.

Gretchen Anderson, director for revolving funds, Office of the Undersecretary of Defense; Navy Rear Admiral Joseph P. Mulloy, deputy assistant secretary of the Navy for budget; and Jay Cooper, director, civilian resources and business affairs division, Office of the Assistant Secretary of the Navy, visited Sacagawea March 16 for an indoctrination tour of a combat logistics fleet vessel. **Capt. Robert Baus**, Sacagawea's civil service master, escorted the party.

Assistant Secretary of Defense for Health Affairs Dr. Jonathan Woodson visited Sacagawea and Comfort March 23. Woodson was a guest of U.S. Fleet Forces Command and though in the area primarily for a tour of Comfort's Medical Treatment Facility, was intrigued by the U.S. Navy's system of replenishing combatants at sea. Baus gave Woodson an in-depth tour of the vessel and explained the ship's vital role in logistics.

MSCLANT welcomes Navy **Chief Petty Officer Charles Shifflett**, antiterrorism/force protection office.

MSCLANT wishes fair winds and following seas to Navy **Lt. Brad Loftis**, AT/FP, who retired after 24 years of military service. Loftis joined the MSCLANT staff in 2008. Also departing the command is **Krystle McClellan-Mundy**, who joined the command in 2004.

## CENTRAL • CURRENTS

Working in waters throughout the Middle East, seven Military Sealift Command ships – dry cargo/ammunition ships USNS Alan Shepard and USNS Wally Schirra; fleet replenishment oilers USNS Henry J. Kaiser, USNS Patuxent and USNS Tippecanoe; fast combat support ship USNS Arctic and ammunition ship USNS Flint – supported U.S. Navy and coalition navy ships with more than 79 underway replenishments in March.

MSC-chartered dry cargo ship MV Virginian made its quarterly trip to Kuwait to off- and on-load 447 and 385 cargo containers, respectively, before making the journey back to the United States. MSC-chartered tanker MT Maersk

Michigan loaded more than 32 million gallons and delivered more than 42 million gallons of military diesel and aviation fuel to DOD locations throughout the area.

Officers from United Kingdom Maritime Component Command visited MSC fleet replenishment oiler USNS Patuxent in late March to discuss replenishments at sea between coalition vessels.

"It's an enlightening experience to operate with our coalition partners" said Patuxent's civil service master **Capt. Jason Kennedy**. "The opportunity to learn from each other allows our crews to execute flawless joint operations in dynamic operational environments."

## Schirra, Byrd and Catawba: award winners in food service excellence

By **Bill Cook**  
MSCLANT Public Affairs

At sea, the life of Military Sealift Command's civil service mariners can be arduous. Amidst long hours, hard work, rough seas and inclement weather, one of the few pleasant respites during the day is mealtime. Aboard MSC ships, CIVMARs depend on appetizing, healthy meals to keep them moving and the ships sailing. Every year MSC's 46 CIVMAR crewed ships are eligible to compete in the MSC-wide Capt. David M. Cook Food Service Excellence Awards, which reward the highest standards of culinary skill and nutrition. The competition includes three categories: East and West Coast large ships with crews of 75 persons or more and a small ships category with crews of less than 75 people. Eight MSC ships were selected to compete in this year's competition.

Awards were presented to MSC dry cargo/ammunition ships USNS Wally Schirra and USNS Richard E. Byrd, for the East and West Coast large ship-categories respectively, and MSC fleet ocean tug USNS Catawba, for the overall small ship category, at the annual International Food Service Executives Association's annual Joint Military Awards Ceremony April 2 in Schaumburg, Ill.

Rear Adm. Mark H. Buzby, commander, MSC, attended the event and presented the awards during a ceremony with more than 600 attendees, which included commanding officers, food service directors, command representatives and food management team members from the U.S. Army and Navy.

"I commend all of the food service

personnel who participated in this year's Food Service Excellence Award program," said Buzby. "As many of you know, taking care of our people is my number one priority. You are on the front lines of accomplishing that goal. Your exceptional efforts keep morale and quality of life at peak levels and contribute to our daily mission success around the world."

Schirra's Chief Steward Wojciech Wiatrowski and Byrd's Supply Officer Christopher Jenkins and Chief Steward Tito Farrales represented their ships at the ceremony. Due to critical mission requirements, Catawba was unable to send a representative.

"All of MSC's ships provide outstanding cuisine and customer care," said Roberta Jio, chief of MSC's food service policy and procedures. "But among those who competed for the award this year, these three winners are the cream of the crop and worthy of this recognition."

The winners were judged on a wide range of criteria, including record keeping, following healthy recipes, satisfaction of CIVMARs, quality of food and sanitation. Three judges – Jio; Nydia Ekstrom, certified executive chef for IFSEA; and Senior Chief Petty Officer Todd Wende, MSC force medical independent duty corpsman and shipboard medical programs manager – evaluated applications and then visited the finalist ships for further review. Buzby ultimately selected the winners.

"The captain received word of our winning first and then told me," said Wiatrowski, a 15-year MSC veteran with a bachelor's degree in hotel and restaurant management. "I told the crew and



Civil service mariners Supply Officer Christopher Jenkins (left) and Chief Steward Tito Farrales (right), representing Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd's food management team, accept a 2011 Capt. David M. Cook Food Service Excellence Award in the West Coast large ship category from Rear Adm. Mark Buzby, commander, MSC (center), at a ceremony in Chicago April 2.

all you could hear were the shouts of joy. It was a team effort, but I would like to single out two people: Domingo Paet, breakout man, and Ervin Brown, temporary chief cook. They worked tirelessly to achieve this goal."

The award came as a pleasant surprise to Farrales, another MSC veteran who recounts the challenges Byrd encountered just two weeks before the on-site evaluation. Mechanical problems aboard the ship required the crew to dispose of all of its perishables and load new ones.

"It was very hectic, but somehow we managed to do it," he said. "Chief

Cook Maylen Japitana had a great attitude and worked very hard. I would never try to compete for this award without a chief cook like her."

The award is named for the late MSC logistics director, who worked at MSC headquarters from 1995 to 1998. During that time, Cook launched a focused effort to improve all aspects of the food service operations aboard MSC ships.

Contributing food service personnel aboard each winning ship receive a performance award and a one-week shipboard culinary training session provided by a certified executive chef.

# MSC shows flexibility at the tip of the spear

## Sustaining operations off the coast of Libya

By Kim Dixon  
MSCEURAF Public Affairs

As the new year settled in, democratic revolutions moved through the Middle East and North Africa like dominoes falling in line. People began rising up against despots who had been in power for decades. The president who ruled Tunisia for 23 years fled in January after a month of violent protests. Ten days later, protests arose in Egypt, resulting, 18 days later, in the end of the nearly 30-year rule of its leader. Bahrain came next, with protests for change arising in mid-February.

Almost immediately, events in Libya took a far more violent turn than the others. The protests by rebels in this North African country rose in turn, but the international community saw a more devastatingly tragic reaction to this opposition. News headlines condemned Libya president Muammar al-Gaddafi for deploying his military against his own people, massacring hundreds, if not thousands. Third-country nationals fled the country. Governments around the region prepared to aid men and women who had merely asserted a desire for democracy.

The U.S. State Department and DOD took action. The U.S. Navy moved its deployed forces into positions in the Red and Mediterranean seas where forces could be prepared to assist in non-combatant evacuations, provide humanitarian assistance or carry out a military response if necessary. And where the U.S. Navy goes, so do Military Sealift Command's Combat Logistics Force ships.

These Combat Logistics Force ships have proven their value in similar circumstances, such as Lebanon in 2006. During present-day events, U.S. 6th Fleet military leadership integrated MSC ships and capabilities into the military planning process. On March 1, fleet replenishment oiler USNS Kanawha was participating in an exercise in the Western Mediterranean; dry cargo/ammunition ship USNS Lewis and Clark was supporting coalition Maritime Forces in the U.S. 5th Fleet area of responsibility; and dry cargo/ammunition ship USNS Robert E. Peary was underway after departing Norfolk one day earlier.

"We are going to keep the pressure on Gaddafi until he steps down and allows the people of Libya to express themselves freely and determine their own future," U.S. Ambassador to the United Nations Susan Rice told ABC's Good Morning America program March 1.

On March 2, the U.S. Navy moved amphibious assault ship USS Kearsarge and amphibious transport dock ship USS Ponce through the Suez Canal to join three U.S. Navy ships already in the Mediterranean Sea: guided missile destroyers USS Barry and USS Stout, and MSC command ship USS Mount Whitney. To ensure the warships received vital food, fuel and cargo, commander, MSC Europe and Africa and Task Force 63, located in Naples, Italy, followed suit. MSC's first step was moving Kanawha from NATO's Exercise Noble Mariner to the central Mediterranean. Lewis and Clark joined shortly after it transited the Suez Canal March 10. Although the ship was nearing the end of its deployment, Lewis and Clark reported ready for the mission at hand. Peary was tasked while on its way to the U.S. 6th Fleet AOR from Norfolk. The forces were in place and ready.

"We saw something that was being talked about on CNN, something current and important to the international community, and we were excited that we were going to have the opportunity to be part of it," said Peary's master civil service mariner Capt. John S. Little.



U.S. Army photo by Staff Sgt. Brendan Stephens

A civil service mariner working aboard Military Sealift Command fleet replenishment oiler USNS Kanawha operates a crane to control refueling hoses during an underway replenishment with amphibious assault ship USS Kearsarge in the Mediterranean Sea.

### An international mandate is passed

The international community acted within two weeks. The United Nations Security Council passed resolution 1973 March 17, which authorized "all necessary measures" to protect civilians in Libya under threat of attack, including the enforcement of a no-fly zone over Libya. The next day, the U.S. Secretary of Defense approved and ordered the use of U.S. military forces in strike operations against the government of Libya to prevent Gaddafi forces from overtaking Libyan rebels and seizing Benghazi, to protect civilians in Libya and to support the implementation of a no-fly zone over Libya.

Military action began March 19 with a coalition of U.S. Navy ships and U.S. and Royal Navy submarines launching 124 Tomahawk land attack missiles at multiple Libyan targets on the Mediterranean coastline. This disabled Libyan air defenses in anticipation of instituting a no-fly zone. Operation Odyssey Dawn had commenced. The effort began in and was sustained from the sea. To do this, Combat Logistics Force ships were more important than ever.

"If we were not here for [the U.S. Navy and coalition ships], it would be hard for them to do their job," said Peary civil service boatswain mate Dabnee Olmo. "They'd have to leave the area to get their supplies. There's no way they could do their mission without us here to support."

Peary civil service assistant storekeeper Renee Sanderlin sees the joint task force as an interlocking puzzle.

"Because we are operating in the joint task force, each piece is essential," said Sanderlin. "We're the piece of the puzzle that provides the food, fuel and supplies. Without that piece, the puzzle would be incomplete."

Supporting five U.S. Navy ships and the possibility of coalition ships and operating in an area of open sea twice the size of the Persian Gulf, which constituted the joint operating area, presented a logistical challenge to MSCEURAF, the command responsible for directing MSC's Combat Logistics Force in the European theater.

"By keeping ships on stations through combat operations, MSC definitely delivered," said Navy Capt. James Tranoris, commander of MSCEURAF and Task Force 63. "We could not have been more proud of the way our civil service mariners and military departments performed during this mission. Working around-the-clock operations in a large swath of sea, the masters and the crews were just terrific in their dedicated support to the fleet."

### The numbers tell the tale

From Feb. 22 to April 4, three MSC ships, including fleet replenishment oiler USNS Kanawha and dry cargo/ammunition ships USNS Lewis and Clark and USNS Robert E. Peary, kept the supply chain flowing for operations Odyssey Dawn and Unified Protector by:

- Performing 20 replenishments at sea
- Processing 36 food orders and 149 purchase orders
- Issuing 4,274 line items
- Processing and delivering almost \$2 million worth of food orders
- Delivering more than 2.1 gallons of diesel fuel marine and 148,207 gallons of aircraft fuel
- Transporting more than 100 sailors and Marines between sea and shore for operational planning, technical maintenance assistance and changes of duty stations

"Our job pretty much remains the same," said Peary civil service mariner Boatswain's Mate Paul Moerschell. "Whether it's food and fruit in the [Mediterranean] or in the Arabian Gulf, it's the same."

"We deliver," agreed Able Bodied Seaman Freddie Baerga, Moerschell's shipmate.

Even if the day-to-day operation remains unchanged, the men and women of Peary were fully aware that this mission was significant.

"This deployment is definitely something that could change the future," said Peary Third Mate Patrick Hyers.

### Sustaining the fleet

In the last official week of Operation Odyssey Dawn, Peary provided vital food and fuel to Stout, Ponce and Kearsarge through underway replenishment. During that week, Peary hosted eight members of the international news media, which gave them the chance to demonstrate that they are mission critical to the sustainment of the Navy.

Operation Odyssey Dawn transitioned to NATO's Unified Protector mission, but MSC's mariners are still proud of their role in maintaining peace and stability throughout the world.

"At the end of each cruise, if I can look back and say we completed every mission put before us – that we gave every ship their order – well, that satisfies me," said Sanderlin. "And I am satisfied with our work for Odyssey Dawn."