

November 2011

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

RAMPING UP RESERVE MANNING

CARTs add key manpower



U.S. Navy photo by Benjamin Okazaki

Background photo: Navy Boatswain's Mate 2nd Class Tony Cox and Navy Aviation Structural Mechanic 2nd Class Oscar Apparicio rig a cargo load for transfer to Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra. Cox and Apparicio were part of Cargo Afloat Rig Teams, or CARTs, which supplemented the civil service mariner crew of MSC ammunition ship USNS Flint (inset photo).

U.S. Navy photo by BM1 Gabriel Martinez

INSIDE — First joint high-speed vessel christened • Path from maritime academies to MSC ships

Milestones, new leaders and ONE MSC

Last month, I concluded my second year commanding MSC – the best outfit in the Navy. Two years at the helm – two of the best years of my career – and it has been a busy time for us all.

Unified Response, Tomodachi, Continuing Promise, Pacific Partnership – from Haiti to Japan and from the southern Atlantic to the shores of Tripoli, MSC has been there for people in need and in support of ongoing U.S. and NATO operations in the Middle East, North Africa, Eastern Europe and elsewhere.

Seven new ships delivered to the MSC fleet, and MSC took over operations of all of the new joint high-speed vessels. That's the level of trust we have built within the Navy and DOD. Our mariners and our ships continue to be recognized for their outstanding service, most recently the crews of fast combat support ship USNS Bridge and rescue and salvage ship USNS Safeguard for their work during Operation Tomodachi in Japan. The crews were cited by the United Seamen's Service at the annual Admiral Of The Ocean Sea awards dinner in New York City.

Bridge operated in a challenging environment as the crew kept Navy ships working to supply disaster relief. Crew members even sent some relief cargo ashore.

Safeguard worked heroically to remove 5 tons of earthquake and tsunami debris from the harbor in Hachinohe so a tanker carrying much-needed natural gas could deliver it to the Japanese people for heating their homes.

I was proud to make the presentations in front of more than 800 members of the government and industry maritime leaders. It's been a good two years.

Getting out to the fleet

Here in Washington, the twice-annual, regular meetings with the leadership of the maritime unions that support MSC operations continue to build trust and cooperation that are essential for us to get things done for YOUR benefit. We had our most recent meeting at the Maritime Institute of Technology and Graduate Studies in October. Working together, we are making progress on timely reliefs of our seagoing CIVMARS, which I'm happy to report is slowly trending toward more "on time." Safety is also a constant topic, as is healthy eating aboard ship. Medical treatment for our mariners overseas is another area we're addressing, along with improving Internet connectivity afloat.

One big issue that's been facing all of us is the application of the Manila Amendments to the international Standards of Training, Certification and Watchkeeping. Through foresight, planning and close work with the unions, MSC is in a good position to meet the new licensing and documentation requirements of the amendments.

Building trust with our unions

By the time you are reading this, I'll be on the road and in the air in the Pacific area of operations trying to see as many of you as I can. One of the best parts of my job is getting out on the water and seeing how MSC



Navy Rear Adm. Mark H. Buzby, commander, Military Sealift Command, greets Army Capt. Ivan Castro, a Wounded Warrior from Operation Iraqi Freedom. Castro spoke to MSC headquarters personnel Oct. 11 about how he overcame his severe injuries, eventually participating in more than 19 marathons. Castro's appearance was part of the command's program, themed "Many Backgrounds, Many Stories...One American Spirit" for National Disabilities Awareness month in October.

is doing from the deckplate point of view. I'll be in the Western Pacific in November, followed by visits to the Mediterranean and the Middle East right after the first of the year. Getting to talk with you will help clarify some of the issues that you raised in the latest afloat survey, which we're in the process of analyzing. It will take us a while to digest all that you've provided through the survey, but we should be able to report back to you early in 2012. My thanks to all of you who took the time to participate in the survey. I look forward to seeing you in the fleet.

CNO, TRANSCOM commander

In late September, Adm. Jonathan Greenert relieved Adm. Gary Roughead as our new chief of naval operations. On his first day in command, Adm. Greenert issued his Sailing Directions that, in summary, said the Navy's mission is to deter aggression and, if deterrence fails, to win our nation's wars; to employ the global reach and persistent presence of forward-stationed and rotational forces to secure the nation from direct attack; to assure joint operational access; and to retain global freedom of action. There's more, but I want you to notice how critical MSC is to the primary mission – we're the force multiplier that allows global reach and persistent presence. We keep the Navy fleets forward deployed and ready.

Adm. Greenert also reminded us

that every decision we make should be considered in light of his three tenets: Warfighting first – be ready to fight and win today, while building the ability to win tomorrow. Operate forward – provide offshore options to deter, influence and win in an era of uncertainty. Be ready – harness the teamwork, talent and imagination of our diverse force to be ready to fight and responsibly employ our resources.

That last tenet – responsibly employing our resources – is worth exploring. We're leaning forward in MSC to build a better command than we already have – more effective, more efficient and better able to respond to changing mission requirements. Better able to support you. Elsewhere on this page, you'll find more information about ONE MSC, our effort to realign and improve MSC.

In October, our other boss – Gen. Duncan McNabb, USAF – was relieved as Commander, U.S. Transportation Command by Gen. William Fraser III, USAF, at a ceremony at Scott AFB, Ill. Gen. McNabb was a huge backer of MSC and never missed an opportunity to tell audiences how proud he was to have MSC as part of "Log Nation." Gen. Fraser told me that he has a similar high regard for you and the amazing things you do each day and looks forward to begin meeting you.

Many of you may be wondering about the effects of the looming budget cuts that are being debated in Congress. Honestly, no one really knows for sure,

because there are too many scenarios, too many variables. After the congressional "super committee" finishes its work around Thanksgiving time, we'll have a better idea of what DOD and MSC might be facing. I'll let you know when I know. One thing I do know – as long as there is a Navy, there will always be MSC.

Sail safe, shipmates. Have a great Thanksgiving wherever you are.

Yours aye,

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

Moving forward with ONE MSC



For the past few months, we've been talking about realigning MSC shoreside to be even more effective and efficient as we move into challenging seas, where we'll likely have fewer resources, but more mission requirements. As a result, the plan for ONE MSC is underway.

I know this new initiative is generating questions from MSC shipmates around the world – questions about what the future could bring, especially for those ashore.

I want you to know that I hear you, and I understand your concern.

There is a place you can send your questions for review and answering. That place is MSC-Future@navy.mil. And, you don't need to worry about retribution. The FROM line is removed before the e-mails are forwarded. I want to protect your anonymity.

Once the e-mails are received, my staff sends them out to the appropriate subject matter experts for answers. Many of the answers may already be available to you at the MSC portal <https://www.mysealift.msc.navy.mil/sites/n01/mscfutures/default.aspx>. That will be the central clearinghouse for questions, answers and concerns about ONE MSC. If you're ashore, check it out before you send in your questions to make sure they haven't already been addressed.

We're in the early stages of this whole realignment thing. Stay tuned for updates. And keep talking. I'm listening.

Carry on!

Sealift is an authorized publication for members and employees of the Navy's Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. government, the Department of Defense or the Department of the Navy. *Sealift* is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to Editor, *Sealift*, Military Sealift Command, 914 Charles Morris Court, S.E., Washington Navy Yard, D.C. 20398-5540; phone (202) 685-5055 or DSN 325-5055; fax (202) 685-5067; or via e-mail to sealift.editor@navy.mil. All photographic submissions must be sent via e-mail, express mail or parcel service.

- COMSC *Rear Adm. Mark H. Buzby, USN*
- Director, Public Affairs *Timothy Boulay*
- Editor *James Marconi*
- Writers *Edward Baxter, Singapore*
Bill Cook, Norfolk, Va.
Susan Melow, Norfolk, Va.
Meghan Patrick, Washington
Laura Seal, Washington
Sarah Burford, San Diego
Kim Dixon, Naples
Eric Katz, Washington
- Art Director *Dale Allen, Washington*
- Graphics *Susan Thomas, Washington*

Military Sealift Command reports to the Commander, U.S. Transportation Command for defense transportation matters, to the Commander, U.S. Fleet Forces Command for Navy-unique matters and to the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.



Printed on recycled paper

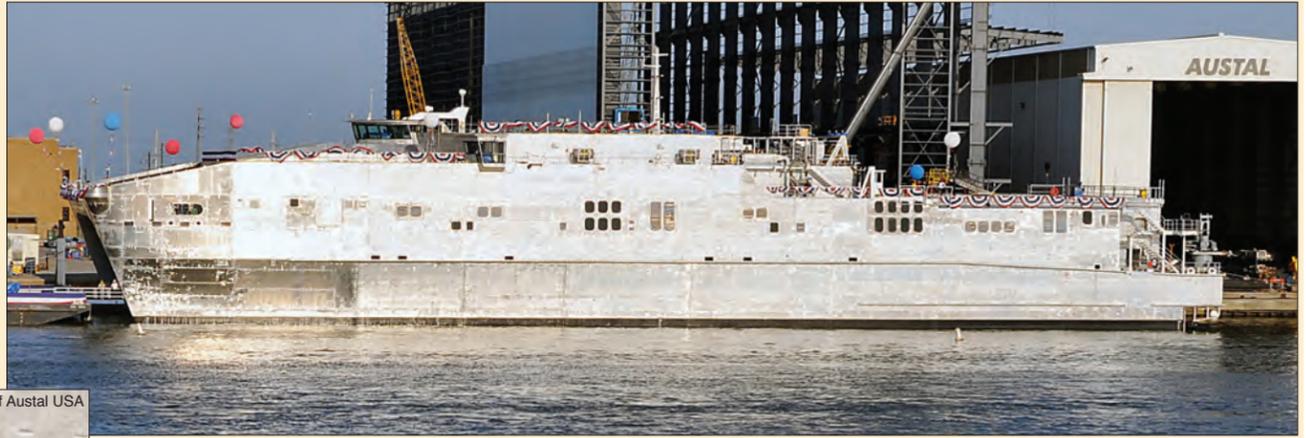


First JHSV christened USNS Spearhead

By Laura M. Seal
MSC Public Affairs

USNS Spearhead, the first of the Navy's joint high-speed vessels, or JHSVs, designed for rapid intra-theater transport of troops and military equipment, was christened Sept. 17 during a ceremony at Austal USA in Mobile, Ala.

Military Sealift Command will own and operate Spearhead and the other



Photos courtesy of Austal USA

USNS Spearhead, pictured above at Austal USA, is the first of the Navy's joint high-speed vessels. The ship was christened in Mobile, Ala., Sept. 17.



Catherine Wahlman, daughter of ship sponsor retired Army Chief Warrant Officer 4 Kenneth Wahlman (left), strikes a ceremonial bottle of champagne against Spearhead's bow, formally christening the ship.

and the maritime industry.

Alabama Sen. Jeff Sessions was the ceremony's principal speaker.

Retired Army Chief Warrant Officer 4 Kenneth Wahlman is the ship's sponsor. His daughter

Catherine, a staff sergeant in the Army Reserve Officer Training Corps at Virginia Tech University, broke the traditional bottle of champagne across the bow to formally christen the ship.

The Navy honored the ship's original U.S. Army-chosen name and sponsor after the decision earlier this year to transfer five JHSVs – originally slated to be owned and operated by the Army – to the Navy.

The 338-foot-long aluminum catamarans are designed to be fast, flexible and maneuverable, even in shallow waters, making them ideal for transporting troops and equipment quickly within a theater of operations.

"Flexibility may be the best attribute

of this ship," said civilian Capt.

Douglas D. Casavant, Jr., Spearhead's civil service master who has been sailing for MSC for 22 years. "Our 20,000-square-foot mission bay area can be reconfigured to quickly adapt to whatever mission we are tasked with, for instance, carrying containerized portable hospitals to support disaster relief or transporting tanks and troops."

The JHSVs are capable of transporting 600 short tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots, and can operate in shallow-draft, austere ports and waterways, providing U.S. forces added mobility and flexibility. The JHSVs' aviation flight decks can support day and night flight operations. Each JHSV also has sleeping accommodations for up to 146 personnel and airline-style seating for up to 312.

As MSC assets, all of the JHSVs will be civilian-crewed. The first four of the 10 currently under contract, including Spearhead, will be crewed by

civil service mariners, while the next six are slated to be crewed by civilian mariners working for private companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

One of the things Casavant is most looking forward to in his role as master of the first JHSV is working to define how these new ships will be used.

"It's going to be very interesting working with the fleet commanders to develop the ship and see how we can best support all of the services," said Casavant. "This is going to change the way a lot of people think about moving equipment and personnel."

Following acceptance trials, delivery to the Navy and operational testing, Spearhead will be based in Little Creek, Va., and is expected to begin conducting missions for the Navy in the first quarter of fiscal year 2013.

The Navy's current contract with Austal is for the construction of 10 JHSVs, three of which are yet-to-be awarded construction options.

ITB Strong Mariner delivers USMC cargo

By Edward Baxter
MSC Far East Public Affairs

Military Sealift Command-chartered cargo ship ITB Strong Mariner delivered more than 18,000 square feet of U.S. Marine Corps equipment and supplies to Subic Bay, Philippines, Oct. 5-6 in preparation for the Philippine Amphibious Landing Exercise, or PALE 2011, that was conducted Oct. 17-28.

Cargo included key logistical-support equipment needed for the exercise – Humvees, trucks, fire trucks, ambulances, trailers and 90 shipping containers of supplies.

PALE 2011, the eighth annual exercise of its kind and formerly called PHIBLEX, is a bilateral training exercise designed to increase readiness, improve interoperability, strengthen military ties and build relationships between the United States and the Philippines. Besides training, the exercise included community relations, engineering and medical civic-action programs. Exercise events took place at various land and sea locations in the vicinity of the Philippine island of Luzon.

Participants included U.S. Marines from the Okinawa, Japan-based 3rd Marine Expeditionary Brigade, armed forces of the Philippines, and USS Essex Amphibious Ready group with its em-

barked 31st Marine Expeditionary Unit.

A capable ship

"Strong Mariner is a versatile ship which is well suited to transport military cargo," said Strong Mariner's civilian master Capt. Arvid Anderson.

The ship has two side ramps and a 50-ton-capacity crane on its starboard side. In addition, the ship can raise a section of its bow to enable cargo to be rolled on

board when the ship is in a Mediterranean mooring, or Med-moor position, where the ship docks to the pier at its bow and is stabilized by two anchors at its stern.

"This can be highly beneficial when conducting cargo operations in underdeveloped ports," Anderson said.

Preparing to get underway

Strong Mariner was loaded with cargo destined for Subic Bay at the

Okinawa, Japan, ports of Naha and Tengan, Sept. 27-29.

"Strong Mariner's crew worked well with U.S. Marines to quickly load the vessel and get it underway," said MSCO Okinawa's operations officer Boatswain's Mate Senior Chief Gene Palabrica. "The ship and its crew clearly showed they could handle the mission."

Once underway to Subic Bay, the ship encountered strong winds and heavy seas, remnants of Typhoon Nalgae, which caused mass destruction and widespread flooding around the island of Luzon. "We were forced to travel at slower speeds because of the intensity of the storm," Anderson said.

The U.S.-flagged Strong Mariner was well designed for the challenging journey. The vessel combines a tug boat interlocked with a barge, enabling operation in all sea states.

Despite delays caused by the weather, the ship made an on-time delivery to Subic Bay Oct. 5 – pulling alongside the pier just before 7 a.m. local time. All of the ship's cargo was off-loaded by 2 a.m. the following morning.

"MSC plays a significant role in theater exercises by safely and efficiently delivering equipment and supplies to meet our customers' requirements," said Navy Capt. Chip Denman, commander, Military Sealift Command Far East.

Following PALE 2011, exercise cargo was slated for return to bases in mainland Japan and Okinawa.



U.S. Navy photo by BMCS Gene Palabrica

A shipping container for the 3rd Marine Expeditionary Brigade is loaded on board MSC-chartered ship ITB Strong Mariner Sept. 29 in Okinawa, Japan. In total, 90 containers were loaded to support the Marines' participation in Philippine Landing Exercise 2011, a bilateral exercise in the Philippines.

CARTS/CIVMARS: MIS

For Flint

Background: Navy Boatswain's Mate 2nd Class Joseph Venezio shuttles cargo to an underway replenishment station aboard Military Sealift Command ammunition ship USNS Flint during four days of cargo transfers to MSC dry cargo/ammunition ship USNS Wally Schirra.

Bottom, inset: Reservists, including Logistics Specialist 2nd Class Frank Vanness (right), prepare a gull wing used to move heavy cargo along steel cables from ship to ship during a connected replenishment.

Center, inset: CIVMARs and CART Reservists (right) prepare cargo rigging for the underway replenishment process.

Top, inset: Navy Engineman 1st Class Chad Wheaton and Boatswain's Mate 2nd Class Francisco Lopez band cargo in preparation for a cargo transfer.

**By Kim Dixon
MSCEURAF Public Affairs**

Sailing in 100-degree heat in the Arabian Gulf, Capt. Keith Walzak, civil service master of Military Sealift Command ammunition ship USNS Flint, looked from his conning position on the bridge wing to observe his crew during a cargo transfer with MSC dry cargo/ammunition ship USNS Wally Schirra.

The cargo transfer took place from Flint in anticipation of a shipyard and drydock period. To meet operational commitments on schedule, Flint's cargo was transferred to Schirra – which was available at the time – Sept. 10-13.

During the cargo transfer, Walzak's view would usually include only his crew of civil service mariners, or CIVMARs, preparing, staging and executing an underway replenish-

ment with another ship. For this mission, though, 20 uniformed Navy Reservists from Cargo Afloat Rig Teams, or CARTs, worked alongside the CIVMAR crew during the several days of cargo transfers.

Reservists from CARTs 1 and 3 supplemented Flint's 99-person CIVMAR during the cargo transfer to Schirra. The CARTs' work served as proof that CART Reservists can deploy rapidly and conduct MSC missions as needed.

Walzak conceived the idea for Flint in early 2011, implementing an initiative endorsed by Rear Adm. Mark H. Buzby, commander, MSC, to consider using a CART for MSC ships that need extra crew support.

Flint, operating with crewing that permitted three out of its five underway replenishment stations to be used simultaneously, required temporary crew augmentation for the cargo transfer to Schirra.

ELEV 3
PORT 5
MN DK

MISSION ACCOMPLISHED

Flint, Schirra cargo transfer

“Because this initiative was out there, I suggested that instead of trying to get CIVMARS from every ship in the fleet, why not temporarily ramp up a CART and use those personnel for the event,” said Walzak. “The CART is already organized and trained to do stuff like this. MSC loved the idea and ran with it.”

CART history

The Navy originally created CARTs in the early 1990s to augment merchant mariner crews of Modular Cargo Delivery System – or MCDS – ships, which have a 46 1/2-foot tower placed on the main deck of the ship, allowing a cable to run between that ship and a customer ship. When the cable is connected, the supply ship can transfer cargo to the customer ship across the connecting cable. CARTs were originally used aboard these ships, which are no longer in use with MSC, for times when it became necessary to activate MCDS ships in the Maritime Administration’s Ready Reserve Force, for example during the 1990-1991 Persian Gulf War.

The original plan called for each CART to be composed of two officers and 40 enlisted Reserve personnel, trained to operate Standardized Tensioned Replenishment Alongside Method rigs, known as STREAM, and to conduct vertical replenishment, or VERTREP, during underway replenishment operations. Units of that size could operate either two connected replenishment, or CONREP, stations or one CONREP and one VERTREP station simultaneously.

MSC currently has three CARTs. CARTs 1 and 3 have approximately 120 personnel divided into four detachments, located throughout the Northeast United States and California. CART 2 is located throughout the Southeast United States with approximately 90 personnel divided between three detachments. The teams can either work independently or integrated with a CIVMAR crew and are trained to be proficient in conducting underway replenishments, including fuel delivery equipment operations, vertical replenishment, ammunition handling and deck equipment maintenance.

“The CARTs are integral to the MSC mission and provide a versatile solution in bringing additional manpower and underway replenishment capabilities in short-fused scenarios when we need it,” said Navy Capt. Sybil Bradley, MSC’s director of Reserve Programs.

Mission prep

While CARTs have participated in large-scale exercises such as Rim of the Pacific – held every other year off the coast of Hawaii – or carrier strike group Composite Training Unit Exercises, the opportunities to participate in a full-scale cargo transfer such as this one are few.

MSC headquarters, Military Sealift Fleet Support Command and MSC Central personnel planned for several months before the CARTs traveled to Flint. Linda Harman, MSC Central’s operational support officer, was instrumental in executing that plan. She provided logistical support to CART personnel from the time they were identified for the mission, deployed to Bahrain, embarked aboard Flint and returned to the United States.

When the call came in mid-June, Navy Lt. Cmdr. Andrea Phelps, CART 3 commanding officer from Navy Operational Support Center Alameda, Calif., was prepared to lead a team made up of her, one chief petty officer and 18 petty officers from CARTs 1 and 3.

“These were men and women who were trained, ready to go and able to make the operational date,” said Phelps. “This was the chance for a lot of hands-on experience. It’s one thing to do it in the school house; another to do it underway on an actual mission.”

Team members from all over the country came from CART detachments in Syracuse, N.Y.; Newark, N.J.; Manchester, N.H.; Reno, Nev.; Atlanta, Ga.; and San Diego, Lemoore, Los Angeles and Alameda, Calif.

The team assembled Aug. 29 to 31 in Norfolk, Va., to complete U.S. 5th Fleet

deployment preparations, including vaccinations, paperwork and refresher training by two qualified underway replenishment instructors. Although Hurricane Irene initially threatened to delay departure, the team left for Bahrain on schedule Sept. 1.

“On arrival in Bahrain, we went straight to Flint and got checked on board, so that the next morning, we could immediately integrate with the civil service mariner crew,” said Phelps. “We mustered with them and started to get all our shipboard qualifications and proficiency training in line so we could start doing the mission with the ship.”

Each of the CART members came with a certain level of training from ashore, which was supplemented by additional training before leaving port, said Walzak.

“Onboard, they received more fork-truck certification, elevator-operation certification and some individual rate training,” said Walzak. “We also did some hands-on training for the team on the UNREP rigs to get acclimated – to get their feet wet.”

With the work in port completed, Flint got underway Sept. 8.

Moving cargo

Although one method of using a CART is to create independent rig teams, on this mission the CART members integrated with the existing CIVMAR teams. The first CONREP cargo transfer to Schirra was scheduled for Sept. 10. Prior to that transfer, the integrated crew prepared more than 3,500 pallets by removing the necessary cargo, placing it on the pallets and wrapping it securely.

“We were breaking out cargo, shuttling cargo with fork trucks, working the rigs sending across cargo,” said Phelps. “We had someone conning the ship alongside. I think that everyone got something out of it.”

With three teams working three UNREP stations on Flint, the integrated CIVMAR and CART crew worked long days to execute the cargo transfer. Responsibility for various duties shifted throughout the days to keep fatigue and heat stress at a minimum.

“As the delivery ship, we used Flint’s rig,” said Walzak.

“But, to ease the burden overall, in the morning evolutions, Flint was the guide, and Schirra conned alongside. In the afternoon, Schirra was guide, and Flint conned alongside. Because it was so hot, we rotated duties between on-deck and in-hold stations to keep people from being out in the sun all day.”

CART members performed roles across all aspects of the cargo transfer.

“This was, in a word, seamless,” said Walzak. “A lot of the CART members had had ship experience in their careers, so after some initial training on board, they got right into it. The outlook was like they were members of the crew. They weren’t a separate entity. They did everything every other CIVMAR did.”

“The interaction between the CIVMARs and CART was phenomenal,” said Aviation Ordnanceman Chief Leonard A. Viggiani, a member of CART 1. “We worked together up and down the chain of command with no issues. This mission has proven the CARTs are up to any challenge anywhere.”

Individual CART team members brought skills with them from their civilian careers, as was the case with Navy Boatswain’s Mate 2nd Class Joseph Venezio.

“He works for a paint company in the warehouse and drives fork trucks on a daily basis, so he had more training than that offered by the course that members of CART can attend,” said Phelps. “He also does maintenance on fork trucks. Bottom line, he’s a pretty darn good driver.”

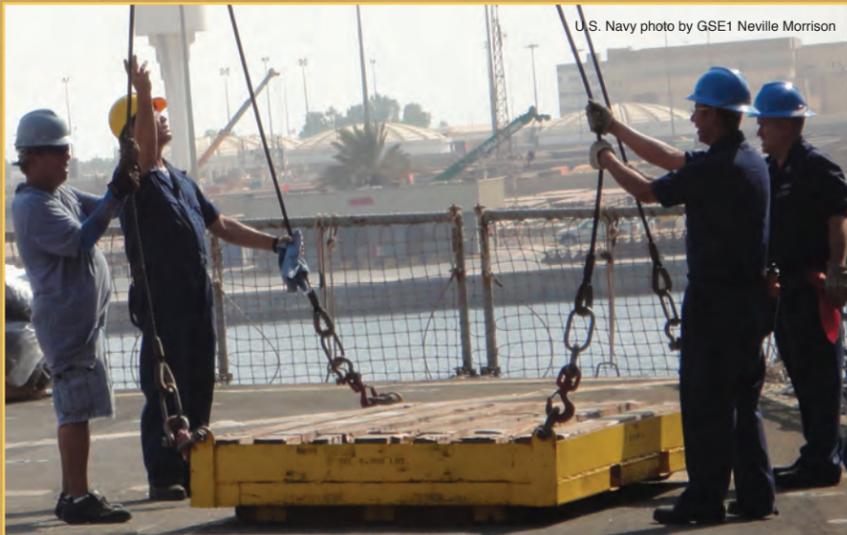
After completing the cargo transfer, Flint returned to Bahrain Sept. 15. The CART members disembarked and returned to the United States.

“Working on a mission of this caliber – with it being highly watched by one- and two-star admirals, to be completed in four days, when given seven – has been one of my most enduring achievements thus far in my naval career,” said Logistics Specialist 2nd Class Frank Vanness, a member of CART 1.

“With the help of the CARTs, this evolution was done in a cost-effective and timely manner while providing the command a great flexibility to man ships,” said Michael Ricci, MSC ammunition ships class manager. “The planning was done incredibly well from both onboard and ashore, and it paid high dividends from my vantage point. As we move ahead at MSC, this evolution will hold great importance as a positive model to plan and execute future missions.”



U.S. Navy photo by BM1 Wendy Reynolds



U.S. Navy photo by GSE1 Neville Morrison



U.S. Navy photo by GSE1 Neville Morrison

New commander for USTRANSCOM



U.S. Transportation Command, which Military Sealift Command reports to for defense transportation matters, turned over leadership Oct. 14.

USTRANSCOM is the single manager for global air, land and sea transportation for the U.S. Department of Defense.

Secretary of Defense Leon Panetta presided over the change of command ceremony for Air Force Gen. William M. Fraser III, who assumed command from Air Force Gen. Duncan J. McNabb at Scott Air Force Base, Ill.

Fraser previously served as commander, Air Combat Command, and as Air Component Commander for U.S. Joint Forces Command.

McNabb, who served as USTRANSCOM's commander since 2008, is scheduled to retire in November.

HQ • HIGHLIGHTS

Military Sealift Command Commander Navy **Rear Adm. Mark H. Buzby** and 45 other personnel from MSC headquarters sailed into Baltimore's Inner Harbor Sept. 30 aboard U.S. Coast Guard Cutter Eagle, "America's Tall Ship." MSC joined the end of Eagle's Fall Training Cruise for several hours at the invitation of the ship's Coast Guard Capt. Eric Jones.

Four Navy Reservists from the Military Sealift Command headquarters unit, including **Lt. Lee Thackston**, **Lt. j.g. Mike Scoffone**, **Ensign Charles Fields** and **Yeoman 2nd Class Redmond Barnes**, conducted a 10,000-line-item wall-to-wall inventory aboard MSC rescue and salvage ship USNS Salvor in San Francisco Aug. 29 to Sept. 10. Under the supervision of Salvor Supply Officer **Stan Almozara** and Military Sealift Fleet Support Command representative **David Goldstein**, the team identified mislabeled parts and consolidated material in multiple locations, which ultimately resulted in a positive inventory adjustment of more than \$28,000.

Members of the MSC headquarters

community celebrated Hispanic Heritage Month at the Washington Navy Yard Catering and Conference Center Oct. 5. Buzby provided remarks and William Valdez, director of the Department of Energy's Office of Economic Impact and Diversity, spoke at the event on the importance of mentoring others to help create new opportunities and greater achievements for successive generations.

MSC headquarters welcomes **Michael Austin** and **David Villani**, contracts and business management; **Mark Buenaventura** and **Stephen Ruschmeier**, Naval Fleet Auxiliary Force; **Erick Johnson** and **Brandon Braam**, operations; **Michael O'Neill**, logistics; **Robert Stewart**, maritime forces, manpower and management; and Navy **Port Securityman Senior Chief Shannon Coleman**.

The command bids farewell to **Christina Cochran** and **Jessica Rennenkampf**, contracts and business management; **Edgardo Guevara** and **Charles Winstead**, engineering; Army **Col. Joel Weeks**, joint plans, strategic studies and wargaming; and Navy **Lt. Matthew Hage** and **Sean Brett**, operations.

FAR • EAST • HAILS

Navy **Capt. Chip Denman**, commander, Military Sealift Command Far East, hosted an area-wide commander's conference Oct. 4-7 at MSCFE headquarters in Singapore. Navy **Capt. Gene Emmert**, commander of Maritime Positioning Ship Squadron Two; Navy **Capt. Deidre McLay**, commander of MPS Squadron Three; Navy **Cdr. David Bartell**, commanding officer of MSC Office Korea; Navy **Lt. Cmdr. Patrick Haney**, commanding officer of MSCO Diego Garcia; **Carl Welborn**, civilian director of MSCO Okinawa; Navy **Cdr. Norm Maple**, officer-in-charge of MSC Ship Support Unit Guam; and **Sam Reynolds**, director of MSC SSU Yokohama, participated. **Keith Bauer**, technical director of MSC's Positioning Program, also participated in the three-day event designed to foster closer ties, share information and seek out greater efficiencies in business operations.

Denman promoted Reserve Strategic Sealift Officer Navy **Lt. j.g. Meaghan Foster** to her current rank at an awards ceremony held Sept. 13 during her two-week annual training at MSCFE. During an award ceremony held Sept. 22, Denman presented Navy **Lt. Cmdr. Gini Mattson**, another Reserve Strategic Sealift Officer assigned to MSCFE, with a Navy and Marine Corps Achievement Medal for her outstanding work on special projects during a one-month assignment.

Navy Rear Adm. Robert Gilbeau, commander, Defense Contract Management Agency, International of Springfield, Va., visited MSCFE headquarters Sept. 27. Denman briefed the admiral on MSC operations in the U.S. 7th Fleet area of responsibility.

Navy Rear Adm. Sean Buck, commander, Patrol and Reconnaissance Force, U.S. 7th Fleet and commander, Task Force 72, visited MSC missile range instrumentation ship USNS Observation Island in Yokohama, Japan, Sept. 13.

Army **Col. Gus W. Pagonis**, commander, Surface Deployment and Distribution Command's 599th Transportation Brigade of Wheeler Army Airfield, Hawaii, visited MSC Far East headquarters Sept. 28 during an orientation visit to the command.

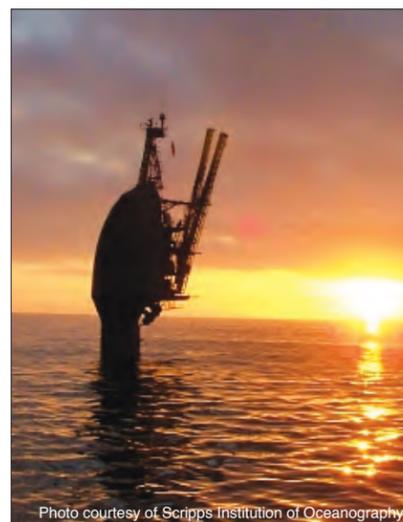
The command bids farewell to Navy **Logistics Specialist 1st Class Dayan Ade**, **Yeoman 2nd Class Corey Henderson**, and Reserve Strategic Sealift Officer Navy **Lt. Cmdr. Erik Gize**, who received Navy and Marine Corps Achievement medals, marking the end of their tours. MSCFE also bids farewell to Maritime Positioning Ship Squadron Three chief staff officer Navy **Lt. Cmdr. Alan Munoz**.

MSCFE welcomes Combat Logistics Officer Navy **Cmdr. Roscoe Porter** and Navy **Ensign Amy Hutchings** as staff supply officer for MPS Squadron Two.

PACIFIC • BRIEFS

Phil Patton, Military Sealift Command Pacific's force protection director, traveled to Alameda, Calif., Sept. 13, where he attended the activation of and conducted force protection spot checks on the Maritime Administration's three State-class crane ships: SS Gem State, SS Grand Canyon State and SS Keystone State. The force protection assessment results will assist MSC and MARAD to improve the activation process.

From Sept. 17 to Oct. 11, MSC ships in the Southern California area of operations supported the USS Abraham Lincoln, USS Carl Vinson and USS Bonhomme Richard strike groups. During the four weeks of training exercises, MSC fleet replenishment oilers USNS Guadalupe and USNS Yukon and dry cargo/ammunition ship USNS



Seen here in a vertical position, a Floating Instrument Platform from the University of California, San Diego Scripps Institution of Oceanography, was towed by Military Sealift Command fleet ocean tug USNS Navajo and from research off the California coast Sept. 14 and 28.

Charles Drew delivered fuel and supplies to the strike group ships.

MSCPAC provided training opportunities to elements of several Cargo Afloat Rig Teams Sept. 17-30. Navy Reservists from three CARTs trained as an oil rig team aboard MSC fleet replenishment oilers USNS Guadalupe and USNS Yukon during their support of the multi-strike group exercises off the coast of Southern California.

MSC fleet ocean tug USNS Sioux towed the University of California, San Diego Scripps Institution of Oceanography's Floating Instrument Platform, or FLIP, a semi-submersible research vessel in September. Sioux delivered the FLIP to the waters off San Clemente, Calif., Sept. 14 and recovered and delivered the vessel back to San Diego Sept. 28. FLIP was originally used to measure effects of the environment on long-range sound propagation for the U.S. Navy and has subsequently been used principally for acoustics research.

Fleet ocean tug USNS Navajo responded to a tasking Sept. 28 from U.S. 3rd Fleet to assist in the recovery of the anchor from a Navy guided-missile destroyer. Working with Mobile Dive and Salvage Unit One and the ship's port engineer, Navajo was able to complete the recovery in a single day.

Guadalupe participated in the 2011 San Francisco Fleet Week Oct. 8-9, part of the performances by the Blue Angels, the parade of ships and ship tours.

MSC fleet replenishment oiler Henry J. Kaiser recognized **Woodrow Ross**, marine transportation specialist at MSC representative Pearl Harbor, for his outstanding support during Kaiser's assignment from June to August to the Hawaiian operations area.

CENTRAL • CURRENTS

Operating at a high tempo in September, Military Sealift Command ships in the U.S. 5th Fleet area of responsibility conducted 70 underway replenishments involving 33 different ships from eight allied nations.

During a rare maneuver, Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra conducted an astern refueling evolution Sept. 21 with Navy coastal patrol ship USS Whirlwind. MSC dry cargo/ammunition ship USNS Sacagawea also conducted two underway replenish-

ments with Pakistani navy frigate PNS Shahjahan Sept. 24 and 26.

MSC Central/Commander Task Force 53 bids fair winds and following seas to Navy **Chief Petty Officer Christopher Bolinger**, Navy **petty officers 1st class Katherine Eubanks** and **Levern Neal** and Navy **Petty Officer 2nd Class Jerett Glasper**.

The command welcomes Navy **Lt. Allen Hamby**, Navy **Lt. j.g. Drew Smith** and Navy **petty officers 2nd class Mark Lentz, Shuva Chowdhury** and **Kevin Goleman**.



General Dynamics NASSCO photo

Military Sealift Command dry cargo/ammunition ship USNS William McLean undergoes sea trials off the coast of San Diego Aug. 31. MSC accepted McLean, the 12th of the Navy's newest class of logistics ship, Sept. 28. McLean's mission is to deliver vital fuel, equipment and supplies to Navy ships at sea. When fully crewed, McLean will have a crew of 124 civil service mariners and 11 sailors.

COMPASS • HEADING

Military Sealift Fleet Support Command officially turned over the St. Helena pier complex in southern Norfolk, Va., to Naval Facilities Engineering Command Mid-Atlantic at the end of September. As a result, MSC's East Coast fleet ocean tugs and rescue and salvage ships have shifted berthing to Joint Expeditionary Base Little Creek, Va.

MSFSC congratulates September's evaluation board selectees – civil service mariners who were found to be qualified for promotion to able seaman, first assistant engineer, cook baker, steward cook, chief steward and deck engineer machinist. The evaluation boards also selected mariners for the ordinary seaman and deck engineer machinist advancement programs.

CIVMAR **First Officer Michelle Stark** represented MSC as a panelist at the Officer Women's Leadership Symposium, September 23-24, at the Women in Military Service for America Memorial, in Arlington, Va. As part of MSC's Human Capital Development Group initiatives, Stark presented information about MSC's CIVMARs and afloat leadership to the symposium's primarily military audience.

MSFSC wishes fair winds and

following seas to Navy **Capt. Al Woods**, MSFSC's chief of staff for the past four years, who completed a 30-year Navy career Sept. 29. The command bids farewell to **Junko Howser**, a nearly 30-year career federal government employee, whose projects included volunteer work parties comprising civil service mariners who performed a number of self-help projects. MSFSC also bids farewell to Supply Officer **Robert Bartholomew**, Yeoman Storekeeper **Romulo Dequiroz**, Chief Cook **Noe Dizon**, Able Seaman **Eduardo Gerardo**, Supply Officer **Lillie Humphrey**, Chief Cook **Jay Lorenzo**, Wiper **Agustin Maraan**, Chief Engineer **Joseph Muchulsky**, Third Officer **Richard Paramore**, Engine Utilityman **Paul Pega**, Assistant Storekeeper **Shirley Stroman**, and Mechanical Engineer **Ching Wu** as they enter into retirement.

The command welcomes Navy **Capt. Mike Graham**, who became MSFSC chief of staff Sept. 30.

MSFSC regrets the passing of 2nd Assistant Engineer **Donald Baumgartner**.

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

EUROPE/AFRICA • NEWS

Three Military Sealift Command ships concluded routine deployments in September to the U.S. 6th Fleet and U.S. Naval Forces Europe-Africa areas of responsibility. High-speed vessel HSV 2 Swift traveled Sept. 29 to the U.S. 4th Fleet area of responsibility after traversing more than 15,000 nautical miles of ocean during its deployment off the coast of Africa in support of African Lion 2011 and Africa Partnership Station. Swift participated in the U.S.-Morocco bilateral exercise from May 3 to 19 off the coast of Morocco, carrying U.S. Marines and equipment from Agadir to Camp Draa near Tan Tan. Swift spent the remainder of the deployment supporting Africa Partnership Station, serving as a mobile university for six training hubs throughout Central and West Africa from June to September.

Visiting Swift at its last port visit in-theater in Praia, Cape Verde, Navy **Capt. Richard Soucie**, Commander, MSC Europe and Africa and Commander, Task Force 63, applauded Swift. "Your efforts here, as part of Africa Partnership Station, have made an impact, and will continue to make an impact, in building capacity and capability for our partners here in this region," said Soucie.

MSC rescue and salvage ships USNS Grasp and USNS Grapple departed the U.S. 6th Fleet area of

operations Sept. 30. Grasp, with Mobile Diving and Salvage Unit Company 2-6 embarked, deployed April 1 to the U.S. 6th Fleet area of responsibility. There the ships conducted theater security cooperation events, participated in military-to-military engagements and exercises with maritime partners and executed dive and salvage operations.

USNS Grapple, with embarked divers from Mobile Diving and Salvage Unit 1-4, reported to the U.S. Naval Forces Europe-Africa area of responsibility June 1, tasked with conducting theater-security cooperation engagements in Liberia and Morocco.

In the central Mediterranean, fleet replenishment oiler USNS Big Horn remained on station to provide support to NATO ships participating in Operation Unified Protector. Fleet replenishment oiler USNS John Lenthall served as the U.S. 6th Fleet duty oiler, providing support to amphibious transport dock ship USS Mesa Verda and the 22nd Marine Expeditionary Unit.

Capt. Jonathan Keffer, Lenthall's civil service master, presented the Global War on Terrorism Civilian Service Medal to more than 35 members of his crew Sept. 16. He also recognized their support to Haitian victims of the earthquake in January 2010.

MSCEURAF welcomes **Irma Otte**, who reports as the administrative support assistant.

ATLANTIC • LINES

Tom D'Agostino, director of ship operations at Military Sealift Command Atlantic's Charleston, S.C., office, assisted MSC large, medium-speed, roll-on/roll-off ship USNS Watkins load U.S. Army prepositioning cargo Sept. 19-29. The cargo comprised nearly 1,500 pieces, totaling more than 270,000 square feet. Watkins hosted Brig. Gen. Stephen Lyons, Army deputy chief of staff for logistics, Sept. 22.

D'Agostino also assisted MSC-chartered tanker MV Houston discharge 175,000 barrels of fuel on Sept. 17-18.

MSC fleet ocean tug USNS Apache arrived in Charleston Sept. 19 to tow Moored Training Ship 626 – ex-USS Daniel Webster – to Norfolk Naval Shipyard in Portsmouth, Va., for repairs. Apache, with the training ship in tow, left Charleston Sept. 26 and arrived in Portsmouth three days later. Mary Ann Liberto, a marine transportation specialist assigned to the Charleston office, coordinated the berthing and logistics for the port call there, including tug and pilotage services for Apache and its escort ship, guided-missile cruiser USS Vicksburg.

In preparation for the MTS 626 tow mission, Navy **Capt. Samuel Norton**, MSCLANT commander, briefed the concept of operations to Navy Adm. John C. Harvey, commander, Fleet Forces Command, Sept. 13. Norton later attended

the final planning conference Sept. 20 in Charleston. Navy **Lt. Cmdr. Bryan Hudson**, the command's diving officer, acted as the point person for the evolution, and **Lt. Cmdr. Tracy Hegglund**, MSCLANT operations support officer, provided coordination to crew the around-the-clock operations center for the tow's duration.

Richard Caldwell, MSCLANT lead marine transportation specialist, travelled to the command's office in Beaumont, Texas, Sept. 21-23 to conduct an annual mission-capability assessment. **Donald Price**, MSCLANT anti-terrorism/force protection officer, also visited the Beaumont office to conduct a site inspection during that same timeframe.

Navy **Cmdr. Phil Saltzman**, MSCLANT strategic sealift officer, and **Josh Skinner**, marine transportation intern, embarked MSC aviation logistics ship SS Wright Sept. 23 in Baltimore to serve as liaison officers. Saltzman and Skinner were scheduled to depart Wright in late October.

MSC navigation test support ship USNS Waters returned to Port Canaveral, Fla., Sept. 12 after completing an 11-month deployment off the coasts of Southern California and Hawaii to conduct missile flight tests and navigation missions.

MSC fleet replenishment oiler USNS Kanawha deployed Sept. 19 to support the biannual Joint Warrior exercises off the coast of the United Kingdom.

From maritime academies to MSC ships

How cadets transition to CIVMAR officer positions

By MSC Public Affairs

Military Sealift Command is the largest employer of U.S. merchant mariners in the world. A career as a civil service mariner, or CIVMAR, aboard MSC ships has its rewards, but the path is not an easy one. With the opportunities for adventure and leadership comes the requirement for a serious commitment early on – especially for those who wish to work for MSC as U.S. Coast Guard-licensed merchant marine officers.

Formal education

Becoming a CIVMAR officer is a rigorous process, which usually starts with four years of education at America's federal merchant service academy or one of six state maritime academies. Those who apply to any of these schools discover that selection is highly competitive. In order to be considered at the U.S. Merchant Marine Academy at Kings Point, N.Y., the only federal merchant marine service academy, applicants must have the endorsement of a U.S. representative or senator, in addition to a solid academic record in high school. State maritime academies include: the California Merchant Marine Academy, Texas Maritime Academy, Maine Maritime Academy, Great Lakes Maritime Academy, the State University of New York Maritime College and Massachusetts Maritime Academy.

For those fortunate enough to be selected to attend one of the maritime academies, a wide array of curricula is offered – tailored to a variety of maritime career specialties – both afloat and ashore. While in school, cadets aiming to graduate with merchant marine licenses, which are issued by the U.S. Coast Guard, must also undergo significant on-the-job training aboard ships at sea, gaining practical experience in their chosen professions. MSC helps provide that practical experience.

Since at least the early 1980s, MSC has collaborated with the maritime academies on a program to provide future officers with at-sea training. Called the MSC Cadet Shipping Program, the initiative brings cadets aboard MSC ships for tours lasting from 45 to 120 days. Cadets are hired as temporary government employees for either a winter cruise, starting around October, or a summer cruise, starting around March. Increasing numbers of cadets have sailed with MSC in recent years and the program set a new record of 220 cadets in fiscal year 2011.

Laila Linares, a 2006 graduate of the U.S. Merchant Marine Academy, sailed as a licensed engineering officer on MSC ships for the first three years of her career after academy graduation.

"All students attending the U.S. Merchant Marine Academy are required to complete a year of independent study aboard numerous ships during their Sea Year," she said. "This time is spent as a cadet crew member on a U.S.-flagged merchant vessel in a cooperative educational program designed to provide practical shipboard



Bradley Gagnon (left), a 3rd assistant engineer aboard Military Sealift Command fast combat support ship USNS Arctic, stands watch in the ship's engineering department. This is the 2011 Maine Maritime Academy graduate's first shipboard assignment with the command.

Laila Linares (below), a 2006 graduate of the U.S. Merchant Marine Academy, reviews technical drawings in her current engineering position at Military Sealift Command headquarters. She previously sailed with the command for three years as a licensed civil service mariner officer.



U.S. Navy photo by Barry Lake



Sean Lusignan and Thomas Norton, two 3rd assistant engineers aboard Arctic, perform maintenance on the ship's service diesel generator. Lusignan, a 2009 graduate of Massachusetts Maritime Academy, has sailed aboard three MSC ships, including Arctic. Norton, a 2009 graduate of California Maritime Academy, received his first ship assignment in March.

knowledge. Topics of study include the performance and operating characteristics of various classes of vessels, the operating requirements in different trade routes, and labor relations in the ocean shipping industry."

During Linares' academy years, she completed a two-week internship with Crowley Maritime Corporation, in Port Everglades, Fla., as a surveyor. She also did a three-month internship with General Dynamics NASSCO Shipyard, in San Diego, to identify production improvements and processes.

As maritime academy cadets near graduation and the long-awaited Coast Guard licensing exam, their job hunts begin. Many, though not all, pursue seagoing employment as licensed officers with MSC.

Twice a year, MSC offers interviews to fourth-year, license-track cadets interested in working as CIVMARs for MSC. Only a select group of prospective maritime academy graduates is offered positions as CIVMARs – pending the acquisition of their license and a four-year college degree. In 2011, 134 cadets were

offered jobs; more than 80 percent accepted. With all criteria met, the new graduates report for work with MSC. Then they begin the journey that transforms them from cadet to CIVMAR and opens the door to a career with the federal government.

CIVMAR training

Step one is a five-day orientation program, offered every other week by Military Sealift Fleet Support Command, in Norfolk, Va. There, academy graduates, along with other newly hired CIVMARs, receive basic information about their responsibilities and benefits as government employees.

Step two for the newly-minted CIVMARs is four weeks to six weeks of intensive training in Earle, N.J. There, they attend courses meant to reinforce critical skills needed aboard MSC ships, including damage control, helicopter firefighting, rescue operations and small arms and security watch training.

After completing this initial MSC coursework, newly-licensed offi-

cers may wait with other CIVMARs an average of 30 days in assignment pools – in either Norfolk, Va., or San Diego – before receiving their first ship assignments. Ships include any of about 40 government-owned, CIVMAR-operated ships, dedicated to combat logistics support to the fleet and supporting other special missions.

Shipboard experiences

When new officers report to their first ships, they learn the ropes from more seasoned colleagues – some with decades of experience – who can provide guidance and professional support.

"On USNS Arctic I am mentored very closely," said Bradley Gagnon, a 3rd assistant engineer who graduated from Maine Maritime Academy in 2011. "This is my first vessel with MSC, and Chief Engineer Blaine Darling and 1st Assistant Engineer James Cochara have been instilling in me things I must know, not simply by telling me, but by making me think and figure things out. Of course, a few hints are thrown in."

Linares recalled her first assignment as a licensed CIVMAR with MSC. "Upon graduation, I began sailing as a 3rd assistant engineer aboard USNS Comfort and really benefited from some great mentors," said Linares. "Approximately a year-and-a-half later, I was promoted to 2nd assistant engineer on a temporary basis and was just shy of acquiring my U.S. Coast Guard unlimited 1st assistant engineer license when I was hired for an engineering position at MSC headquarters."

She added, "The training from shipboard experts – both licensed and unlicensed – is a key part of advancing in your maritime career. My academy education and employment with MSC – both at sea and ashore – have given me a great sense of accomplishment and put me on a career path that I enjoy very much."

After all of the hard work and excitement that goes with the first time being a licensed officer aboard an MSC ship, there are still some challenges and adjustments ahead.

"I enjoy pulling into different ports and the sailing life in general," said Frank Whepley, a 3rd assistant engineer aboard MSC fast combat support ship USNS Arctic.

"Unfortunately with MSC, it is very hard to maintain a life at home. I love being at sea, but it is at the cost of seeing family and friends less often," said Whepley, who graduated from the U.S. Merchant Marine Academy in 2010.

Although Thomas Norton, who graduated from California Maritime Academy in 2009, also said the biggest challenge so far has been time away from friends and family, the collective depth of experience available from other CIVMARs sailing with MSC has been positive.

"The best benefit so far has been to work around highly professional officers," said Norton, another of Arctic's 3rd assistant engineers. "I value their experience sailing, and hope to gain from their shared experience."