

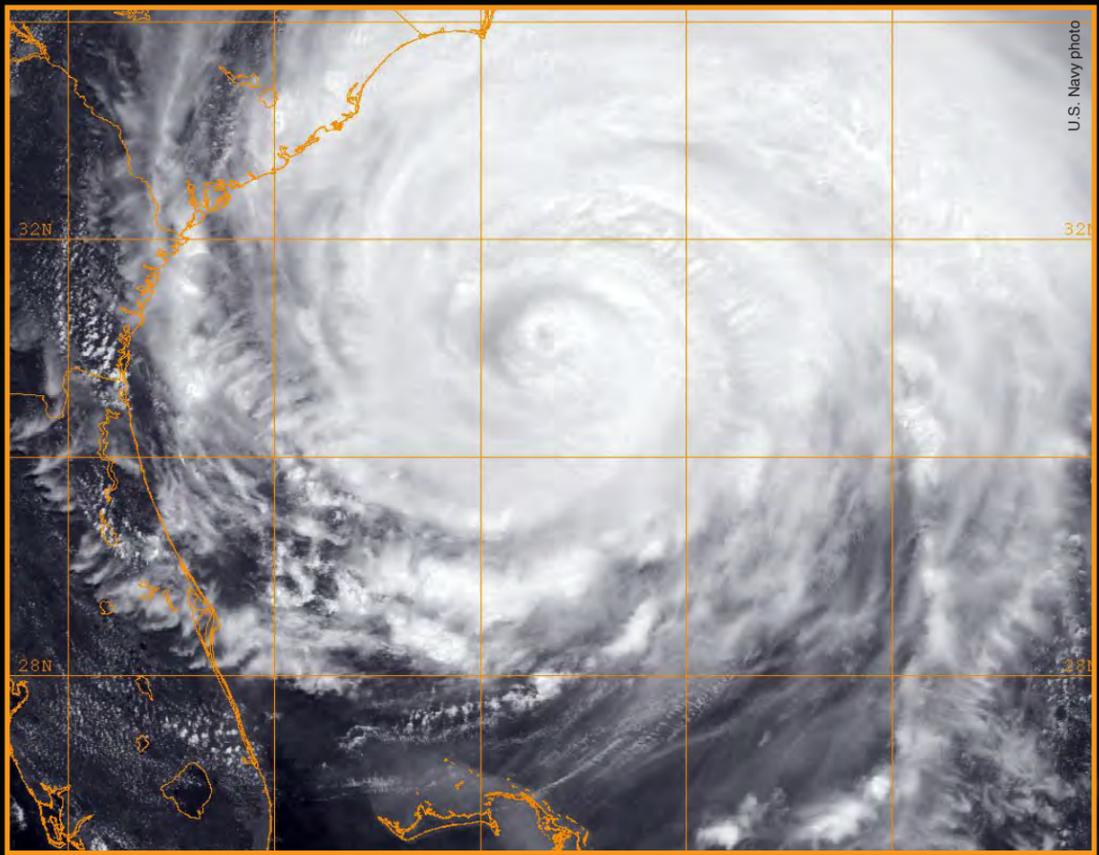
October 2011

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

HURRICANE IRENE

MSC remains calm before the storm



Military Sealift Command Third Officer Krystyn Rutzel, a civil service mariner aboard MSC hospital ship USNS Comfort, logs departure events before the ship left Port-au-Prince, Haiti, Aug. 21. Comfort was ordered to postpone its Continuing Promise 2011 humanitarian and civic assistance mission stop in Haiti until after the passage of Hurricane Irene (inset photo).

INSIDE — Apache hosts search for American remains • MSC continues hunt for Bonhomme Richard

U.S. Air Force photo by Staff Sgt. Alesia Goosic

Realignment, spillage and remembering 9/11

I want to cover three issues this month: An update on the realignment being proposed for MSCHQ and subordinate commands, dealing with "spillage" on our unclassified IT systems and the 10-year anniversary of the 9/11 terrorist attacks.

Realignment update

Last month, I talked about rumor control. This month I want to tell you about what we are working on to structurally realign the command to solidify effectiveness and hopefully gain additional efficiencies.

My leadership team and I are working to realign MSC around competencies and programs. This will let us grow in the challenging times ahead, while retaining the best people – the heart and strength of MSC. One step in this direction is the realignment of MSC's senior executive service leadership.

The contributions of our workforce are critical to MSC. Civil service mariners form our biggest workforce group. I'm planning to reassign a senior executive position to be solely responsible for MSC's human resources function, the N1 code.

Since our ships fall into two basic groups – government operated and contractor operated – I'm planning to reassign senior executive positions for each group.

This leadership realignment will give me a clearer focus on the key areas of our business that will continue to lead our success in the future.

Another step in the new structure will be alignment of our field activities into five strong regional commands. Our ship support units will be realigned under the leadership of their respective area commands to provide effective ship maintenance and support activities by area commanders, who will have direct-line reporting responsibilities to the program executives. The area commanders will also continue to report to me and the numbered fleet commander for operational control issues.

In all this, my focus remains on people. That's key to our realigned structure. If we are going to weather the challenging seas ahead of us, our people must continue to meet the day-to-day challenges without organizational ambiguity or confusion.

I have seen the competency-aligned organizational model work with great success in other parts of the Navy, including several Navy systems commands. I think we can be equally or even more successful in executing our mission under this new construct.

I know issues will come up as we move forward. I'm relying on all of you to use your skills and professional abilities to work through those issues to positive, collaborative and cooperative solutions. Change is never easy, but it's almost always necessary as the environment evolves around us.

Classified information spillage

Spillage is not about the chief mate's coffee on an unsteady sea: It's about classified information ending up on an unclassified system. And it's happening way too frequently lately – afloat and ashore. Cleanup and recovery can be long, difficult and costly. But more importantly, we are providing potential adversaries with critical bits of information that could be quickly turned against us.

In World War II, "Loose Lips Sink Ships" was the warning for allowing classified information to get out to the wrong ears. Today, it happens on our unclassified networks even faster.

The most common cause is someone adding classified information to an unclassified e-mail, forgetting which system they're using. The second most common cause is media transfer between the classified and unclassified systems. Both are preventable events with focus and common sense. We all need to pay attention to what we're doing any time we're around or using classified data. We also need to remember what we learned in training about transferring data from one system to another.

While our spillage is not abnormally high compared to the rest of the Navy, it's too high for me. When the watchdog agencies detect spillage on our unclassified system, the response is almost immediate, and we're notified. Then the cleanup of servers, PCs and networks begins.

We need to prevent the spillage in the first place, because the penalties for repeated violations are going to be steep – both personally and in terms of mission impact. Take a round turn folks; if you ever sit in front of a computer, I'm talking to you. Watch what you say in your emails – keep the classified material out!

It's every user's responsibility to protect classified information. We've all had the training. We all recertify annually. Let's put that training to use and keep our systems clean.

Remembering 9/11

It's been 10 years since the terrorist attacks of 9/11. This is our opportunity to remember those who were lost on that horrific day, whether in New York, at the Pentagon or in a field in Pennsylvania. And as we remember them, we also honor all victims of terrorism around the world, including those who have been targeted by al Qaeda and other groups.

Since 9/11, we have all taken extraordinary efforts to keep America safe: First responders, law enforcement, diplomats and especially our troops overseas.

This is our chance to pay tribute to what is being called the 9/11 Generation - the young men and women who have borne the burden of our security during a decade of war. More than 2 million American troops have served in war zones in those 10 years. In contrast to earlier conflicts, the 9/11 Generation is an all-volunteer force. They have chosen to serve in a time of war. They have upheld the virtues of service, sacrifice and selflessness – the core values of America's strength. As beneficiaries

of their service and sacrifice, we have a sacred duty to support our troops, their families and the veterans who have served.

In today's world, we draw on the resiliency of our people to overcome the challenges we face around the world and here at home. Our communities are secure and capable of withstanding whatever dangers may come, whether they are terrorist attacks or natural disasters. We draw on the strength of our diversity and the union of our purpose as we all join together to pursue a more perfect union.

In MSC, we're a microcosm of the American republic. We reflect the values and the dreams of our fellow citizens. We share their love of justice and peace. But we are also charged with their security through our support of the mission.

MSC delivers for America. It's an awesome responsibility that you continue to execute brilliantly every day. Sail safe, shipmates!

Yours aye,

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

Military service members render honors as fire and rescue workers unfurl the U.S. flag over the side of the Pentagon during rescue and recovery efforts Sept. 12, 2001.



U.S. Navy photo by PH1 Michael W. Pendergrass in 2001

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Grasp hunts for John Paul Jones' ship

By Kim Dixon
MSCEURAF Public Affairs

Surveying roughly five square miles in the frigid North Sea off the coast of England, Military Sealift Command rescue and salvage ship USNS Grasp and an embarked team of U.S. Navy divers continued the search for long-sunken Continental Navy ship Bonhomme Richard July 17 to Aug. 3.

This 2011 expedition re-evaluated 23 of 41 sites identified during a 2010 survey mission by MSC oceanographic survey ship USNS Henson and embarked oceanographers. The locations were flagged as possibilities in the search for the watery grave of the celebrated Revolutionary War ship commanded by John Paul Jones, commonly referred to as the godfather of the U.S. Navy. The ship sank from damage sustained after battling and capturing the British Royal Navy's HMS Serapis in 1779. Using higher resolution survey equipment and hands-on sweeps by deep-sea Navy divers, this year's mission continued to narrow the search.

Grasp's crew of 28 civil service mariners, or CIVMARs, four military department members and embarked divers from Mobile Diving and Salvage Unit Two Company 2-6 were joined by the project director from the non-profit organization Ocean Technology Foundation, or OTF; an underwater archeologist from the Naval History and Heritage Command; a U.S. Naval Academy midshipman and a French archaeologist. Five additional MDSU deep-sea divers also supplemented the 17 members of Company 2-6. In addition, three members of MDSU's Area Search Platoon participated with advanced-technology survey equipment, including a REMUS 100 side-scan sonar, a Klein 3000 towed side-scan sonar system accompanied by a Seasprite magnetometer and a remote operated vehicle camera.

The genesis of this year's search came

after OTF created the Bonhomme Richard Project in 2006. The OTF team reduced the North Sea to a searchable area of 550 square miles off the coast of Flamborough Head, England. Yearly searches before 2010 surveyed and subsequently eliminated about 450 square miles of sea bottom.

CIVMAR support

While working in the demanding North Sea environment with sometimes rough weather and heavy seas during the 17-day mission, Grasp's CIVMARs' first challenge was to keep the ship in place during survey operations.

To position the ship for dives, CIVMARs navigated to a site identified in 2010 for initial scans by the REMUS, the Klein or the magnetometer, which were deployed from Grasp's seven-meter rigid-hull inflatable boat or 35-foot workboat. Grasp was then placed in a three-point moor, using the front port and starboard moor, as well as the stern anchor. This fixed the ship in place, providing a steady platform from which the divers could operate.

"Predominant weather patterns in summer – including three-to-five foot swells, changing winds and a strong underwater current that could reach two knots, as well as the depth of the water – made the mission a special challenge," said Grasp Chief Mate Thomas Sellers. "Not because of maneuvering and getting into position; it was more about staying in position. Because of the depth of the water and sometimes an opposing current, we had to use a considerable amount of chain on the anchors. It took a lot from the crew and divers to maintain position by heaving in or paying out the anchors."

Once Grasp was in position and stabilized, diving operations could begin. With water depths of more than 200 feet, divers used a helium and oxygen mixture to avoid experiencing nitrogen narcosis. This condition, which has an effect similar to drinking alcohol, can occur when divers breathing a regular



Deck Machinist Joel Tano, a civil service mariner aboard Military Sealift Command rescue and salvage ship USNS Grasp, crafts a replacement fin for a magnetometer from a plastic cutting board.

oxygen mixture go below 130 feet. There are relatively few opportunities within the Navy diving community to obtain practical experience in mixed-gas diving. These divers were also the first in the Navy to dive more than 200 feet in the North Sea.

In addition to positioning the ship, Grasp's CIVMARs were called upon to help maintain mission-critical equipment. A 255-foot-long ship like Grasp has limited storage capacity for spare parts, so when items require replacement, quick thinking is sometimes needed. One instance involved the magnetometer, used to sweep one of the top-priority sites.

"The MDSU's magnetometer needed a plastic fin replaced," said CIVMAR deck machinist Joel Tano. "As I was still trying to figure out what to use because we have mostly wood, the captain walked in and suggested using a hard plastic cutting board. He took off and came back two

minutes later with a cutting board from the kitchen. I cut the fin from it and gave the rest back to the kitchen."

Such repairs ultimately helped integrate the CIVMARs, MDSU divers, MDSU ASP and the Bonhomme Richard Project team who lived and worked aboard the ship for more than two weeks, said CIVMAR chief engineer Frank Wells.

"One unique thing I've never seen before is having four separate teams working on one ship toward a common goal," said Wells. "The captain and I worked together to break down barriers to get people to say, 'hey, something broke, can you help me?' In the first four or five days, if one of these groups had a problem with their gear, they sat on it and tried to take care of it themselves. But after that, when they brought it to the table to brainstorm and find a solution, we worked as a team."

MSC participates in Korean defense exercise

By Edward Baxter
MSCFE Public Affairs

Military Sealift Command Far East personnel joined more than 500,000 U.S. and Republic of Korea military personnel during Ulchi Freedom Guardian, a large-scale, computer-simulated command post exercise, held Aug. 15-26.

Fifty-three MSC-affiliated Navy Reservists augmented 57 permanent military and civil service staff members at MSC Office Korea, Ship Support Unit Japan and MSCFE headquarters in Singapore for the annual drill, which is based in Korea but requires remote participation from all of these locations. Other exercise participants plug in from all throughout the Far East.

The exercise, also known as UFG, is coordinated under the auspices of the Republic of Korea-United States Combined Forces Command. UFG computer simulations are designed to improve the combat readiness of U.S. and ROK forces in the event of a conflict on the Korean peninsula. During a conflict, MSC would be responsible for sustaining U.S. and allied forces in theater by delivering new equipment, supplies and fuel.

"The overarching goal of the exercise is to conduct training in command and



A Mobile Sealift Operations Command center, which provides communications equipment for managing port operations, is off-loaded at Gwangyang, South Korea.

control of MSC ships during a large-scale conflict and to conduct training with U.S. and ROK counterparts," said Navy Capt. Chip Denman, MSCFE commander.

In Singapore, nine Reservists from MSCFE Reserve Unit 101 joined permanent MSCFE staff members to operate an around-the-clock command and control center, MSC's primary nerve center during the exercise. Working with logistics counterparts from the staff of Commander Task Force 73, the team

simulated management for 100 dry cargo, fuel tanker and Combat Logistics Force ships throughout the U.S. 7th fleet area of responsibility.

At MSCO Korea's Pier Eight facility at Busan, ROK, 32 Reservists from Oklahoma City-based Expeditionary Port Unit 111; Bronx, N.Y.-based EPU 102; and Kansas City -based MSCFE Reserve Unit 102 provided 4,000 hours of support to the exercise. They worked closely with colleagues from Surface Deployment and

Distribution Command's 837th Transportation Battalion and the ROK navy and army to staff a crisis action team, a combined seaport command center and staff Mobile Sealift Operations Command Centers, also called MSOCs.

In Busan and the port of Gwangyang, ROK, EPU 111 sailors operated the MSOCs, which provided critical communications equipment for managing port operations even when a port infrastructure is damaged or destroyed.

In Yokohama, Japan, 12 Reservists from Seattle-based EPU 116 and St. Louis-based MSCFE Reserve Unit 101 worked closely with logistics counterparts from SDDC's 836th Transportation Battalion, co-located with Ship Support Unit Japan at North Dock. MSCFE Reserve Unit 101 and Army personnel set up and operated a Japan-based combined seaport command center, supporting UFG for the first time. This command center simulated managing shipping traffic between Japan and Korea, including passenger ferries which might be used in the event of a mass evacuation.

"To observe first-hand how a logistics chain is set in motion – spanning the Pacific Ocean – is quite an experience," said Navy Lt. Rick McVoy of MSCFE Reserve Unit 101.

“MSC = RELI

Kanawha, Arctic fuel 2nd Fleet



Background: Twenty-seven Navy ships departed Naval Station Norfolk Aug. 25 ahead of Hurricane Irene, leaving Pier Five, pictured here, completely empty.

**By James Marconi
MSC Public Affairs**

Topped off with fuel and other provisions, two Military Sealift Command ships sailed away from Naval Station Norfolk, Va., Aug. 25. Racing to stay ahead of Hurricane Irene’s impending landfall, the ships joined 25 other U.S. Navy ships and submarines departing Norfolk for safety at sea.

This was the first time that Navy ships had sortied from Norfolk since Hurricane Isabel in September 2003, and they needed to be able to rely on MSC ships for fuel and stores.

MSC fast combat support ship USNS Arctic and fleet replenishment oiler USNS Kanawha left Norfolk as part of the sortie ordered by commander, U.S. 2nd Fleet, which exercises overall operational command for Navy assets in the western Atlantic. The ships left both to avoid the danger of the storm and to provide combatant ships with the supplies they needed to remain at sea.

Arctic and Kanawha’s U.S. departures were part of coordinated plans executed with MSC personnel, ships and

shoreside facilities during the storm, which made landfall in North Carolina early Aug. 27 as a Category 1 hurricane and continued up the East Coast of the United States and Canada for the next two days. MSC personnel and assets came through the storm with no loss of life and no major damage, nor did the Navy warships MSC supported.

When the National Weather Service issued a public advisory about then-Tropical Storm Irene July 20, the impending storm was already on MSC’s radar. MSC Atlantic leaders knew, as they tracked forecasts from the Navy Weather Center, that they would be responsible for determining the threat to MSC ships as the storm began to gather strength.

“We tracked the storm on a daily basis, and we updated live to MSC headquarters to tell them what our intentions were regarding our ships as the storm made its approach,” said Navy Cmdr. Ray Beno, operations officer for MSCLANT.

As MSCLANT watched the storm swing from the Caribbean Sea toward Florida’s eastern coast, Irene quickly developed into a hurricane that swung

northward. Fortunately, MSCLANT had plans already in place, knowing the storm would likely affect operations along the East Coast.

Hurricane planning

MSCLANT, which exercises tactical control of MSC vessels in the region, began preparations for the 2011 hurricane season in March, three months before the season started. MSCLANT created two major hurricane plans to guide the actions of ships in MSCLANT’s area of responsibility in the western Atlantic Ocean. Together, these plans outline the general precautions that ships must take during the hurricane season, which lasts through November. In addition, the policies provide specific measures for ships to take in the event a major storm – defined as winds exceeding 50 knots – is expected to strike. The plans also explain to military and civilian personnel in MSCLANT how to report personal statuses to MSC during a hurricane.

MSCLANT ships follow conditions of readiness directives, or COR. When weather trackers calculate that

winds in excess of 50 knots will strike the coast, MSCLANT sets a COR level based on the amount of time remaining before the winds are expected to strike. Each COR level determines the degree of storm preparation for MSC personnel and ships. At the lowest COR level, a COR Five, a storm is not anticipated within 96 hours. At a COR One, the storm is only 12 hours away.

A readiness level of COR Five is automatically set for the area of responsibility during hurricane season to keep ships in a state of readiness that would allow them to get to sea quickly if needed. In COR Five, MSCLANT ships that refuel and resupply Navy ships at sea throughout the year have to maintain 85 percent of fuel capacity. Should U.S. 2nd Fleet order a sortie of these resupply vessels, they will have enough fuel to operate and conduct underway replenishments during a storm. All other MSC ships in the area of responsibility have to maintain enough fuel for at least two weeks of travel. In addition, crews take extra precautions when filling water tanks, inspecting life boats, testing communications equipment and reviewing navigation charts.

Military Sealift Command fleet replenishment oiler USNS Kanawha and other Navy vessels prepare to leave Naval Station Norfolk as Hurricane Irene swept toward the East Coast.



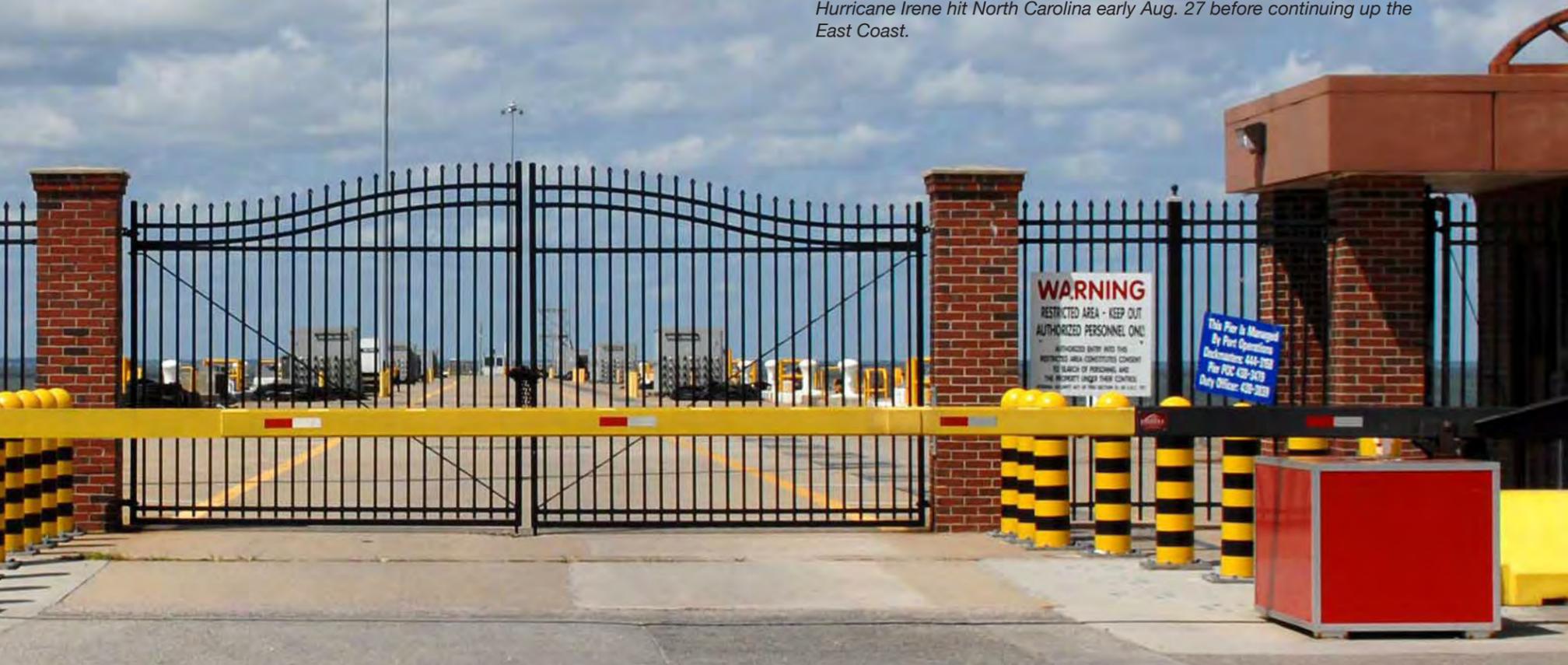
“RELIABLE”

Hurricane sortie



Hurricane Irene hit North Carolina early Aug. 27 before continuing up the East Coast.

Graphic courtesy of MyFoxHurricane.com



MSCLANT ships at sea

While MSCLANT changes COR levels as storm threats change, U.S. 2nd Fleet selects ships, like fleet replenishment oilers and fast combat support ships, to prepare for sortie to support other Navy ships. This was the case Aug. 23, when U.S. 2nd Fleet confirmed Hurricane Irene's path and ordered Arctic and Kanawha to prepare for departure.

Arctic and Kanawha were essential to U.S. 2nd Fleet's hurricane planning, said Navy Adm. John C. Harvey Jr., commander, Fleet Forces Command, who has overall responsibility for U.S. numbered fleets.

"I knew they would be there when I needed them to be there," said Harvey. "MSC equals reliable."

Kanawha had just returned from sea trials Aug. 21 after a major overhaul, said Capt. James Dolan, Kanawha's civil service master.

"Once we received the first sortie condition, we made preparations to get underway if ordered," said Dolan. "Since we had just returned from sea trials, we were pretty much ready for sea. The crew did an outstanding job

getting the ship prepared for the sortie and securing for heavy weather."

The ship would usually conduct a week of training qualifications after an overhaul to prepare Kanawha for underway replenishments, or UNREPs. However, Kanawha's time at sea resupplying Navy ships during the storm not only gave Navy ships the fuel they needed but also served as good training, said Beno.

Meanwhile, Arctic briefly paused from operations at sea to take on fuel for itself and other Navy ships at a fuel depot in Portsmouth, Va.

"We were already underway conducting fleet operations when the call for the fleet to sortie was transmitted," said Capt. Jason Ivey, Arctic's civil service master. "All operations for us were suspended and we were ordered to return to port, load cargo fuel, then sortie with the fleet. We were in and out of Craney Island Fuel Depot in less than 12 hours and then back out to sea."

Both Kanawha and Arctic rode out the storm hundreds of miles away from the U.S. coast, clear of Hurricane Irene's path. While at sea, Kanawha

and Arctic conducted 33 total underway replenishments with Navy combatant ships.

Bracing for the storm

MSC hospital ship USNS Comfort was also ship positioned along Hurricane Irene's trajectory. To protect the ship, its crew of civil service mariners, and embarked military and medical personnel, Comfort left Port Au Prince, Haiti, Aug. 21, temporarily postponing its final stop during five-month humanitarian mission Continuing Promise 2011. After Hurricane Irene passed, Comfort returned to Haiti to complete the mission.

Kanawha and Arctic were not the only MSCLANT ships that sailed to open ocean before the storm made landfall. MSCLANT ordered MSC-chartered tanker MV Houston to depart Yorktown, Va., Aug. 25. The ship sailed to a storm evasion point several hundred miles into the Atlantic, well away from Hurricane Irene. In addition, MSC Maritime Prepositioning Force ship MV MAJ Bernard F. Fisher delayed its return to the United States to avoid the storm.

Nine other MSC ships directly in the path of Hurricane Irene were in port and were not ordered to leave. Some of these vessels were in ports like Philadelphia and Baltimore, which are considered sheltered enough for ships to remain safely at their berths. In other cases, the ships were in shipyards and unable to sail before Hurricane Irene struck. MSC contracts with shipyards specify that they ensure that pier conditions are able to protect the ships during stormy weather, and the vessels were not damaged.

Whether in port or at sea, Beno said that MSCLANT was successful in preparing for, tracking the storm and executing its plans.

"A lot of coordination was involved on our part between U.S. 2nd Fleet, MSC headquarters and the port representatives within the ports themselves," said Beno. "Quite frankly, it went relatively smoothly. The storm kept on moving, but we were able to adjust as it started to move east. Overall, we had a smooth evolution and we were able to smoothly support the fleet."



U.S. Navy photo by MC1 Todd Schaffler



MSC-chartered harbor tugs, seen in photos left and below, aid U.S. Navy ships as they leave Norfolk for the sortie out into the Atlantic Ocean to avoid Hurricane Irene.

U.S. Navy photo by MC2 Rafaela Martie

CIVMARs remember 9/11



U.S. Navy photo by J01 Keres Preston in 2001

Military Sealift Command hospital ship USNS Comfort steams into New York City Sept. 14, 2001, in the wake of the 9/11 attacks.

By Meghan Patrick
MSC Public Affairs

Just three days after the Sept. 11, 2001, terrorist attacks on the World Trade Center, Military Sealift Command hospital ship USNS Comfort rounded the tip of Manhattan, its white profile a striking contrast against the devastating backdrop of smoke billowing from Ground Zero. For nearly three weeks, 61 civil service mariners and about 300 Navy personnel worked day and night to run a logistics support facility – complete with warm meals, hot showers, laundry services and berthing – for hundreds of emergency relief personnel, and gave tours of the ship to official visitors. Comfort’s team of Navy psychology personnel also provided mental health consultations to relief works.

On the 10th anniversary of the attacks, three CIVMARs who served aboard Comfort during this historic mission paused to remember their experiences.

Capt. James White, USNS Lewis and Clark civil service master
(First Officer aboard Comfort during 9/11):

“We arrived in Earle, N.J., at 2 a.m. on Sept. 14, where we waited for a few hours until directed to enter New York. I remember standing on deck to tie Comfort up and smelling the smoke. Even more chilling were the pieces of paper that were flying through the air, sticking to the side of the ship and settling in the water. These pieces of paper had been in the offices of the World Trade Center 18 miles away. It was horrific to see Ground Zero burning when we arrived and it was still smoldering when we left. This was a time when everyone in the country wanted to help out and we were lucky to be able to do something. I always say it was MSC’s finest hour, with Comfort being a very visible part of the United States’ supportive response.”

Chief Engineer Steve Starr, USNS Mercy
(First Engineer aboard Comfort during 9/11):

“Sailing from Baltimore to New York is a blur in my memory, none of us knew what we were going to find. But I remember a strong connection among everyone aboard. I looked out when we entered New York and saw smoke and debris everywhere. I remember members of Comfort’s engine department feeling emotional, both a wiper and an engine utilityman were from New York. Their families were there. But we could see everyone rallying and making sure they were doing what they could to assist.”

Capt. Ed Nanartowich, retired civil service master
(Master aboard Comfort during 9/11):

“There is no better word than ‘eerie’ to describe how it felt as Comfort eased her way north on the Hudson River. We were going slow, only about four or five knots, on the last leg. There were these few moments of everyone looking outside as we stood in absolute silence. It was absolutely shocking to observe the devastation.”

HQ • HIGHLIGHTS

The annual Military Sealift Command Leadership Summit took place Sept. 7-9 in Dam Neck, Va. The summit, themed “One MSC: Steering our Future Course,” provided an opportunity for senior MSC leaders to collaborate and share strategic information.

Navy Chief Petty Officer Amy Broadus, MSC command administration, won a “Woman of the Year” award in late August from the National Association of Professional Women, recognizing her excellent performance in a 12-year Navy career. The award is given to 10 percent of the national organization’s 120,000 members. NAPW serves as a forum for members to connect with

like-minded professional women to develop innovative business and social relationships.

MSC welcomes **Daniel Keen**, **Christopher Liam**, **Elizabeth Musslewhite** and **Yifan Peng**, engineering directorate; **Terrell Randall**, command, control, communication and computer systems; Army **Col. Mark Paget**, joint plans, strategic studies and wargaming directorate; and Navy **Capt. Joann Fitzell**, medical programs.

MSC bids farewell to **Anthony Graber** and Navy **Lt. Brian Kristan**, command, control, communication and computer systems directorate; Navy **Lt. Brendan Kelly**, operations directorate; and **Christina Cochrane**, contracts and business management directorate.

FAR • EAST • HAILS

At Diego Garcia in the central Indian Ocean, Navy **Capt. Charles Emmert** relieved Navy **Capt. Wesley Brown** Aug. 25, becoming the 27th commander of Maritime Prepositioning Ship Squadron Two.

“I am honored to be engaging in a time-honored joint venture working with our merchant mariners to support any mission that comes our way,” Emmert said during the ceremony aboard the squadron flagship, Maritime Prepositioning Force ship USNS SGT William R. Button.

Emmert’s most recent assignment was at the U.S. Mission to NATO in Brussels, Belgium. Brown reports next as Commander, Naval Beach Group Two at Naval Amphibious Base, Little Creek, Va.

Prior to handing over command to Emmert, Brown presented MPS Squadron Two supply officer Navy **Ensign Justin Crabb** with a Navy and Marine Corps Commendation Medal, recognizing the conclusion of Crabb’s tour with the squadron. Brown then presented Navy and Marine Corps Achievement medals to Navy **Lt. j.g. Robert Thomas**, Navy **Logistics Specialist Chief Michelle Paule** and Navy **Gunner’s Mate Chief John Moore** for superior performance of duties.

MSC Office Korea commanding officer Navy **Cmdr. David Bartell** briefed Navy Rear Adm. William McQuilkin, the prospective commander of U.S. Naval Forces Korea, on MSC operations in the Korea theater of operations Aug. 25. McQuilkin replaces Navy Rear Adm. Pete Gumataotao as the senior Navy commander in the Republic of Korea.

From Singapore, MSC Far East assistant logistics officer **Andrew Armacost** briefed logistics professionals from the Singapore Armed Forces during a symposium held at Singapore’s Sembawang Wharves Aug. 17.

Capt. Joseph Goodwin, prospective civilian master of MSC oceanographic survey ship USNS Henson, visited Navy **Capt. Chip Denman** at MSCFE in Singapore Aug. 8 during a one-day command orientation before reporting aboard the ship.

MSC Office Diego Garcia commanding officer Navy **Lt. Cmdr. Pat Haney** presented Navy **Logistics Specialist 2nd Class Colleen Thompson** with a Navy and Marine Corps Achievement Medal, marking the conclusion of her 17-month assignment at the command.

From Guam and Saipan, MPS Squadron Three commander Navy **Capt. Deidre McLay** presented force protection officer Navy **Lt. j.g. Jared Rodriguez** with a Navy and Marine Corps Commendation Medal, marking the conclusion of his tour with the command.

The command also bids farewell to Navy **Operations Specialist Chief Fred Warren**, assistant operations officer.

MSCFE welcomes Navy **Operations Specialist Chief Alvin Warner** as assistant operations officer and Navy **Lt. j.g. Mersha Dodds** as force protection officer.



U.S. Navy photo by Anh Ho

Military Sealift Command dry cargo/ammunition ship USNS Richard E. Byrd rests at anchor in the port of Cam Ranh Bay, Vietnam, Aug. 18, while undergoing a routine maintenance availability. Byrd is the first U.S. Navy ship to visit the port in more than 38 years.

COMPASS • HEADING

Navy Rear Adm. Wendi Carpenter, commander, Navy Warfare Development Command, and recent selectee as president of the State University of New York Maritime College, visited Military Sealift Fleet Support Command Aug. 8 for an overview of its afloat personnel structure, specifically how MSFSC interfaces with the maritime academies with respect to hiring and training cadets.

MSFSC welcomes Navy **Lt. Dwayne Jackson**, MSC Ship Support Unit Singapore’s staff chaplain, who assumed the responsibility of supporting MSC military members embarked on ships operating in the western Pacific.

MSFSC wishes fair winds and fol-

lowing seas to Navy **Lt. Cmdr. Kenny Lee**, who was relieved by Jackson as MSC SSU Singapore staff chaplain. The command also bids farewell to Boatswain **Arden Brandenburg**; Able Seamen **Robert Henry**, **Brian Murphy** and **Ralph Ware**; First Officer **Thomas Petro**; Assistant Damage Control Officers **Otha Griffin Jr.** and **Shawn Christians**; and 2nd Assistant Engineer **John Watson** as they retire. The command thanks them for their many years of dedication to MSC.

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

PACIFIC • BRIEFS

Navy **Capt. Sylvester Moore**, commander, Military Sealift Command Pacific, traveled to Pearl Harbor, Hawaii, Aug. 4-9 as part of his MSCPAC command familiarization. While in Pearl Harbor, Moore visited the MSC representative Pearl Harbor facility and Expeditionary Port Unit 115, meeting with MSC employees and discussing MSC's operations in Naval Region Hawaii. In addition, Moore visited MSC fleet replenishment oiler USNS Henry J. Kaiser, and fleet ocean tug USNS Navajo, and participated in underway operations aboard MSC fast combat support ship USNS Rainier.

MSC large, medium-speed roll-on/roll-off ship USNS Bob Hope conducted an Operational Compliance Inspection Aug. 3-5 at Naval Base San Diego. Later in August, MSCPAC coordinated with Bob Hope and Commander Navy Region Southwest to arrange the necessary port services support to get the ship underway for a no-notice U.S. Transportation Command activation test, which sent the ship on a sea trial Aug. 21-23.

MSC fleet ocean tug USNS Navajo supported Diving and Salvage Matter Expertise Exchange operations with the Mexican navy Aug. 8-12 in Pearl Harbor. Mobile Diving and Salvage Unit One provided 10 Mexican navy

divers with classroom training, followed by two days of off-shore wreck diving from Navajo. Navajo's support is part of U.S. 3rd Fleet's annual diving and salvage training operations held throughout the year in the Pacific Ocean and Gulf of Mexico.

Phil Patton, MSCPAC's force protection officer, provided the MSCPAC force protection brief during the U.S. Coast Guard Sector San Francisco's Maritime Homeland Security Information Sharing Seminar Aug. 11. The seminar promoted industry stakeholder awareness of the MHS information-sharing process for supporting local MHS and military outload operations.

MSCPAC bids farewell to Navy **Quartermaster 1st Class Jose Ortega**, assistant Commander Task Force 33 oiler scheduler, as he transfers to amphibious transport dock ship USS New Orleans. Ortega, an MSCPAC team member since 2008, was awarded the Navy Achievement Medal for outstanding performance.

MSCPAC also extends its best wishes to **Tony Stradford**, MSCPAC's safety, security and facilities officer, as he departs the command and civil service for work in the private sector.

ATLANTIC • LINES

Navy **Rear Adm. Mark Buzby**, commander, Military Sealift Command, presented MSC Atlantic's anti-terrorism/force protection department with MSC's first annual Griff Hume Anti-terrorism Award Aug. 10 for vigilance in anti-terrorism and force protection efforts throughout the year. The award, which can be given in three categories, is named in memory of John "Griff" Hume, MSC's long-serving force protection director, and was created to recognize and bring awareness to MSC's ongoing anti-terrorism/force protection efforts. **Donald Price**, MSCLANT's anti-terrorism/force protection supervisor, accepted on behalf of the command.

Tom D'Agostino, director of ship

operations at MSCLANT's Charleston, S.C., office, assisted MSC-chartered tanker MV Houston's discharge of 215,000 barrels of fuel in Charleston Aug. 8-9. D'Agostino was also featured in the August issue of the U.S. Transportation Command's Faces of the DPO: Our Partners, Colleagues and Customers, which is a monthly special feature of TRANSCOM's Distribution Process Owner Update publication.

MSCLANT bids farewell to **Mark Bigelow**, marine transportation specialist, who has relocated to MSC Europe and Africa, in Naples, Italy.

The command welcomes **Scott Denny**, marine transportation specialist, to its Jacksonville, Fla., office.



Navy Rear Adm. Mark Buzby, commander, Military Sealift Command (left), presents a Griff Hume Antiterrorism award to Donald Price, MSC Atlantic anti-terrorism/force protection supervisor, with William Woodrum, MSCLANT AT/FP assessment officer, on behalf of MSCLANT's anti-terrorism/force protection department.

CENTRAL • CURRENTS

During the month of August, Military Sealift Command ships in the U.S. 5th Fleet area of responsibility conducted 72 underway replenishments with 33 different ships from 10 countries.

MSC fleet ocean tug USNS Catawba supported several MSC Central/Commander Task Force 53 operations in August. Catawba helped the U.S. Army Aug. 15 by towing large landing craft USAV Churubusco from Bahrain to Kuwait for repairs. In late August, Catawba aided the effort to

locate a U.S. Marine Corps AV-8B Harrier II lost in the Arabian Sea in March 2011.

The command bids farewell to Navy **Lt. Cmdr. Scott Wallace**, Navy **Lt. Charles Wood** and Navy **Petty Officer 3rd Class Kevin Kent**.

MSCCENT/CTF-53 also welcomes Navy **Lt. j.g. Cullen Cowen**, Navy **Petty Officer 1st Class Francisco Ferrer** and Navy **Petty Officer 1st Class Samuel Kenyenso**.



An MV-22B Osprey prepares to transfer an AV-8B Harrier engine from Military Sealift Command dry cargo/ammunition ship USNS Wally Schirra during a lift Aug. 22 in the Arabian Gulf.

EUROPE/AFRICA • NEWS

Military Sealift Command fleet replenishment oiler USNS Big Horn conducted underway replenishments Aug. 2 with Israeli navy ships INS Hanit and INS Atzmahut. Big Horn also provided training support to Israeli naval surface combatants during the ship's underway period Aug. 2-3.

Prior to the departure of amphibious assault ship USS Bataan and dock landing ship USS Whidbey Island from the U.S. 6th Fleet area of responsibility, Big Horn and MSC dry cargo/ammunition ship USNS Robert E. Peary conducted underway replenishments with both ships in the eastern Mediterranean Sea Aug. 7.

MSC oceanographic survey ship USNS Bruce C. Heezen wrapped up survey operations in the waters surrounding Maputo, Mozambique, in mid-August and returned to the U.S. 5th Fleet area of operations Aug. 26.

On the western coast of Africa, MSC high-speed vessel HSV 2 Swift continues its three-month participation in Africa Partnership Station, holding a Maritime Stakeholders Conference and hosting distinguished visitors during a Lagos, Nigeria, port visit Aug. 1-13. The ship's next stop was Sekondi, Ghana, Aug. 14-20, where Swift hosted instruction courses for Ghanaian partners.

MSC rescue and salvage ship USNS Grapple and Mobile Diving and Salvage Unit One, Company

1-4, conducted theater security cooperation engagement events with the Liberian coast guard while in port Monrovia, Liberia, July 27 to Aug. 23. In addition to conducting bilateral diving operations with the Liberian Coast Guard's recently certified scuba divers, MDSU One divers worked with host nation counterparts on several projects, including the creation of a swim training lane.

While in Monrovia, Grapple welcomed Liberia's U.S. Ambassador Linda Thomas-Greenfield and Liberia military delegates, as well as two visits from the U.S. Marine Corps Embassy Security Group.

MSC rescue and salvage ship USNS Grasp and embarked divers from MDSU Two Company 2-6 conducted bilateral diving operations with divers from the Royal Danish navy Aug. 22-25 off the coast of Bornholm, Denmark. Grasp then traveled to Copenhagen for a port visit Aug. 25-31.

MSC Maritime Prepositioning Force ship USNS 2ND LT John P. Bobo served as a training platform for Marine Expeditionary Security Squadron Two Security Detachment Fleet Antiterrorism Security Team in Rota, Spain, to conduct search and seizure operations Aug. 23-25.

MSCEURAF welcomes U.S. Navy Reserve component member **Petty Officer 1st Class Scott Sneden** and marine transportation specialist **Mark Bigelow**.

Apache searches for missing Americans

By Bill Cook
MSCLANT Public Affairs

The night of Oct. 3, 1942, tragedy struck a U.S. Sikorsky VS-44 flying boat, or plane, named Excalibur. Shortly after taking off at 7 p.m. from the Bay of Exploits near the small town of Botwood in Newfoundland, Canada, the plane – which was carrying 37 people – crashed in 90 feet of water.

Nearly 70 years after the crash, Military Sealift Command fleet ocean tug USNS Apache served as the base of operations and diving platform Aug. 11-30 for a team of archaeologists and divers hoping to find the remains of three Americans killed in the tragedy.

October 3, 1942

At the time of its crash, Excalibur was owned and operated by American Export Airlines, which was under contract to the U.S. military for trans-Atlantic transportation services. The plane, arriving from New York, stopped briefly in Botwood for fuel before departing for Ireland. Twenty-six U.S. service members and 11 crew members were aboard. Six of the pas-



Several weeks after the crash, Excalibur was briefly raised, but sank again after an attempt to tow it to shore.

sengers and five of the crew perished. Of the 11 dead, eight were recovered, but two service members – U.S. Army Air Force Capt. Warren Lessing, Office of Strategic Services, and Army Capt. Harold Freckleton and one Excalibur crew member, Quentin Moon, were never found.

The exact cause of the crash is still unknown. Eyewitnesses said the plane taxied into the stream and suddenly went into a bouncing action known in aviation circles as a “porpoise take-off.” The plane attained an altitude of approximately 10 feet before settling back into the water. The plane took off once again and reached 35 feet before crashing. The force of the fuselage hitting the water created a wave that caught the propellers. The plane’s tail broke off and stayed above water for a short time as the rest of the aircraft quickly sank.

Twenty-six people were removed from the aircraft and taken to a local hospital, where three people later died.

Divers on the scene that night succeeded in recovering most of the trapped bodies but could not locate them all.

The search begins

In 1997, four Botwood divers found some of Excalibur’s wreckage just off a

nearby island, but they lacked the tools to mark the location precisely.

In 2008, and again in 2010, teams were dispatched from the Joint POW/MIA Accounting Command, or JPAC, to Botwood to locate and map the wreckage site for future recovery.

JPAC, based at Hickam Air Force Base, Hawaii, comprises more than 400 military and civilian specialists who – following predecessor organizations operating since the 1970s – has investigated and recovered more than 560 Americans who went missing during U.S. conflicts. JPAC’s goal, exemplified by the motto “until they are home,” is to achieve the fullest possible accounting of those lost during the nation’s past conflicts.

Using maps developed during the first JPAC missions that pinpoint key positions in the crash’s debris field, this year’s mission, which was launched from Apache, aimed to recover the remains from the last three members of Excalibur’s final flight.

Apache’s crucial role

Apache and its crew of 16 civil service mariners, under the command of MSC civil service master Capt. Duane Case, left Joint Expeditionary Base in Little

Creek, Va., Aug. 5, carrying 11 Navy divers from Mobile Diving and Salvage Unit Two.

Apache rendezvoused Aug. 11 with the remaining 18 MDSU Two divers and 12-member JPAC archaeological and dive team in Newfoundland.

Civil service master Capt. Nathan Reybold later took command of Apache Aug. 18 during a scheduled command change.

Upon arrival in Botwood, the mission’s first task was to locate the crash site.

Once that was accom-

plished, the crew and position Apache precisely above it. That task fell to Apache’s navigator, Second Officer Michael Rankin, a veteran civil service mariner with MSC since 1998.

“Once on station in Botwood Harbor, I devised a precision mooring plan that both Capt. Case and Capt. Reybold used to place Apache securely in position where the divers could best conduct their operations and investigate the wreckage,” said Rankin. “This presented a unique challenge; our ground tackle had to be placed on the sea floor where there was no chance it could disturb the debris field where remains might be located.”

After the ship was moored, the JPAC team meticulously planned and recorded progress using a plan of grids along with photos and videos of the seafloor. Work was confined to a strategically located grid section of just more than 100 square yards.

Throughout the mission, Apache’s CIVMARS on deck supported the JPAC team by providing crane operations, transporting personnel and equipment between ship and shore by small boat, and furnishing additional labor as needed.



Forensic archaeologists with the the Joint POW/MIA Accounting Command examine debris excavated from a wreckage site near Botwood, Canada, for the possible remains of three Americans who were lost after a Sikorsky VS-44 flying boat called Excalibur crashed the night of Oct. 3, 1942.

Apache’s rear deck housed mission-specific equipment, including hydraulic pullers, inflatable boats, camera and video equipment, sonar and other screening equipment, and a decompression chamber for divers.

Below decks, the three CIVMARS in Apache’s engineering department pumped and supplied water to the ship’s fire hoses. These hoses were used on the sea bottom to power an adductor – or injector – pump that suctioned the silt and mud into mesh baskets designed to separate artifacts of the crash or any potential remains. Each day, the findings were scrutinized in portable wet screening stations arrayed on Apache’s deck by JPAC experts.

“This mission flexed the capability of Apache by incorporating underwater excavation, coupled with deploying large sediment containment baskets to the bottom while conducting surface supplied diving operations,” said Brick Bradford, JPAC diving operations specialist.

Apache’s engineering team, led by chief engineer and 30-year MSC veteran Thomas Rusnak, also ensured the mission stayed on schedule with no mechanical interruptions. Despite challenges such as producing potable water and sewage management for twice the usual complement aboard ship, Apache’s engineering team kept everything running smoothly.

“It’s the simple things that make the greatest difference, such as loading fresh water in a ballast tank for the divers on deck enables them to wash equipment without putting a heavy drain on the vessel’s limited potable water storage,” said Rusnak. “Designing and installing a custom

brine injection system enabled us to process waste in brackish and fresh water, thus eliminating the previous three-day on-site limit.”

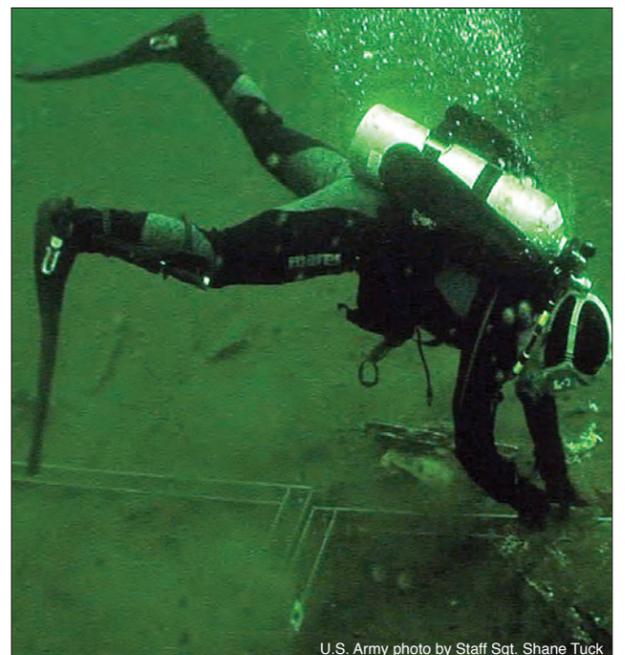
Case said that Apache is no stranger to diving operations of this type and the entire crew has experience configuring the ship and assisting embarked diving teams.

“Everyone did a fantastic job; nothing asked for was too much for the crew to accomplish,” said Case. “Apache is well suited for a mission like this.”

Two days before departure, the JPAC team raised their POW-MIA flag, which has flown over numerous recovery sites JPAC has responded to throughout the world. The mission recovery analysis will take time, but leaves hope for closure, said Stefan Claesson, JPAC’s lead underwater archaeologist.

“Apache, its captain and crew, provided the work platform and resources that afforded us the opportunity to succeed in our mission to recover unaccounted for Americans from past conflicts,” Claesson said.

USNS Apache Third Officer Michael Walker contributed to this story.



A Joint POW/MIA Accounting Command, or JPAC, diver searches a predetermined grid amid the debris from Excalibur to find bodily remains. Military Sealift Command fleet ocean tug USNS Apache hosted the mission.