

August 2012

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

One offload...

MANY HANDS



BALTOPS 2012

INSIDE — MSC moves minesweepers to Bahrain • Safeguard hosts divers for CARAT

U.S. Marine Corps photo by Sgt. Matt Lyman

HQ consolidation: What we know so far and what's next

In late June, the Naval Engineering and Facilities Command briefed me and senior staff from MSC HQ and MSC Norfolk on the study of the feasibility of a geographic consolidation of the two commands in Norfolk in order to eliminate redundancies, streamline our operations and make us more effective and efficient. Here's what we found out.

From many options, we focused on four alternatives. The first was a "status quo" remain where we are option, including possible renovation of buildings 210 and 157 in Washington. The second involved using military construction (MILCON) funds to move the Washington headquarters to Hampton Roads into either new-build or extensively converted buildings. A third alternative was to do less extensive renovations to an existing building on Naval Station Norfolk. The fourth option was to lease new or existing facilities in the Norfolk area.

The option that would have used military construction money to build new facilities or totally renovate structures already on Naval Station Norfolk was the most expensive, and obtaining MILCON money is highly unlikely. At the same time, there's been a strong move in recent years to move government organizations and commands out of leased facilities and into buildings already owned by the government. So, although we might have been able to move to leased facilities, chances are that we'd have to move back out in the not too distant future, so that option isn't really a player.

As you read this, work is underway by a working group from the Norfolk and D.C. staffs to take the results of the study and factor in such issues as level of telework, presence requirements in the D.C. area, return on investment, impact to our TRANSCOM and Navy customers and a number of other intangibles. There is much to consider.

That work will help inform the decision I make and the recommendation that I will then take forward to Adm. John Harvey, Commander Fleet Forces Command, for further consideration by the Navy. That process could take awhile. One thing I fervently believe is that a consolidated MSC can ultimately be more effective and a lot more efficient.

I've always said that I'd keep you informed of what we're doing and looking at and the results of any studies and analysis. I don't take the potential disruption to our mission and our people lightly. It's critically



U.S. Navy photo by Lt. Scott Diamond
Rear Adm. Mark Buzby, commander, Military Sealift Command, visits with crew members of USNS Able (T-AGOS 20) during a June trip to visit MSC personnel and assets in the Far East.

important to me that you know where we are in this process and what senior leadership is thinking as we go through all this. And above all, we cannot impact the mission accomplishment of our forces afloat.

As always, your ideas and thoughts are welcome. The e-mail address and my executive director's blog address are in the ONE

MSC article on this page. Use them. Stay in the know and in the game. I want to know that I can count on you as we move ahead.

My relief is in sight

Some of you may have seen that my relief has been named – Rear Adm. Thomas K. Shannon. I could not be more pleased with the Navy's decision to choose

another flag officer with maritime roots to take the helm here at MSC. Rear Adm. Shannon is a 1983 graduate of Maine Maritime Academy and a man who understands our business and is thrilled to be coming aboard...but not for awhile yet! We're planning a change of command for May 2013, so you'll still see me around the Fleet for nearly a year or so before I ring up F.W.E. I still have a few miles to steam.

My continued thanks for all you do – afloat and ashore – to make MSC the great outfit that it always has been and will continue to be...

Yours aye,

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

Moving forward with ONE MSC



Early in July, I announced the next steps in our restructuring of MSC. The first was the combination of the headquarters directorates: N3 (Operations) and N5 (Joint Plans, Strategic Studies and Wargaming). The new N3/5 construct combines the best attributes of both operations and planning. This isn't a new idea – the OPNAV staff at the Pentagon is organized this way, as are Fleet Forces Command and Pacific Fleet.

Realigning this way will make the transition from planning to execution on any operation or exercise smoother, and it should eliminate any gaps that may exist in the two organizations today. Relations with outside organizations will be easier, and communications should be improved. It recognizes the maturity of our staff relationship with our higher headquarters.

Secondly, we're ready to expand our competency-based realignment here at MSC headquarters and MSC Norfolk to the logistics, IT, engineering, financial and contracting functions at our area commands and ship support units. This action places the N-code directors for each of those functional areas in a formalized support role to the area commanders, and provides the same level of career support and management to the staff personnel as N-code members in the HQ and Norfolk locations. I do not intend to formally align the HQ N3/5 organization with the area command ops staffs in order to give forward positioned MSC commanders maximum oversight and flexibility to meet the operational needs of the numbered fleets.

We aim to be totally aligned across all sectors of MSC by this fall, when functional directors will be ready to deliver to each of our five program managers and area commanders the best talent, resources and expertise they need to perform our mission.

As always, I encourage you to ask questions when you run across something you don't understand about the MSC realignment process. Send your questions to MSC-Future@navy.mil. Or, you can visit our MSC realignment blog, Thackrah's Thoughts, on the MSC portal at <https://is-prtl-01.mysealift.msc.navy.mil/sites/n01/mscfuture/SitePages/Home.aspx>.

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Scheduling UNREPS “like a chess game”

By Sarah E. Burford
MSCPAC Public Affairs

Every two years, a host of nations’ navies gather in the waters off the coast of Hawaii for the largest maritime exercise in the world, Rim of the Pacific, better known as RIMPAC. This year, 40 surface ships, six submarines and more than 200 aircraft from 22 countries formally kicked off the exercise July 2, and are slated to finish in early August.

As in past exercises, Military Sealift Command keeps the surface forces moving and supplied with fuel through daily schedules of underway replenishments, all coordinated through the MSC/Commander Task Force 33 scheduler, Lt. Cmdr. Robert Rieger.

Since January, Rieger has been an essential part of the planning phases for RIMPAC 2012. Scheduling all the UNREPS for 31 of the participating surface ships with MSC’s USNS Henry J. Kaiser (T-AO 187), USNS Yukon (T-AO 202) and USNS Matthew Perry (T-AKE 9) is a complicated chess game played out over dozens of days and 50,000 square miles of ocean. One scheduling change can impact multiple ships.

Over the course of the RIMPAC exercise, each ship required at least six UNREPS; about one per week for approximately 180 refueling-at-sea events for MSC. To meet the needs of each customer ship, Rieger must look at several factors: Where customer ships will be operating in



MSC fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) transfers fuel to USS Nimitz (CVN 68) July 7, during an underway replenishment for the Rim of the Pacific, or RIMPAC, exercise off the coast of Hawaii.

relation to each MSC ship providing services; which other customer ships needing services will be in that area, so a series of UNREPS can be scheduled; and the mission needs of customer ships.

“We do our best to give everyone their ideal situation, but that doesn’t always work,” said Rieger. “Sometime we have to ask the ships to be flexible and to be willing to work with us a little bit. Everyone wants to be out in the action, but our mission is getting them all their fuel and supplies and there are only three of our ships caring for 31 of them. This is really an aspect of RIMPAC that takes total teamwork to be successful.”

RIMPAC features a wide range of capabilities, demonstrating the

flexibility of maritime forces with exercises ranging from disaster relief and maritime security operations to sea control and complex warfighting. After RIMPAC began, the day-to-day management of Rieger’s schedule fell to personnel in the MSC Pacific Reserves Headquarters unit, Expeditionary Port Unit 114 and Expeditionary Port Unit 115

This year’s RIMPAC exercise also featured the first demonstration of the U.S. Navy’s “Great Green Fleet,” where U.S. surface combatants and carrier-based aircraft tested, evaluated and demonstrated the cross-platform utility and functionality of biofuels in an operational setting. In preparation for the demonstration, a combined 900,000 gallons of a 50/50 blend of advanced

biofuels and traditional petroleum-based fuels were loaded June 13 on board Kaiser. Since Kaiser is one of the duty oilers for the Southern California area, Rieger adjusted the ship’s schedule to accommodate the pick-up of the bio fuel from the Defense Fuel Support Point, Manchester, Wash.

“My job is to meet the individual ships’ schedules, and to meet the needs of all the ships inside the MSCPAC area of operations,” said Rieger. “Even though we have a special requirement, such as the biofuel delivery for RIMPAC, I still have ships to service and I have to juggle schedules to ensure everyone has the services they need to carry out their missions. Sometimes it’s like a chess game.”

Looking at the merchant marine role in 1812

Special to SEALIFT
By Dr. Michael Crawford
Naval History and
Heritage Command

The War of 1812 was important to the U.S. Navy for several reasons. The war demonstrated to the American public the vital importance of an effective naval force for national defense. It validated early policy decisions to implement cutting-edge technology for our warships. And it established a heritage of competence, heroism and victory.

When the United States declared war in defense of free trade and sailors’ rights, America’s merchant marine responded to the economic hardship brought by war between 1812 and 1815 with vigor. At sea, American merchantmen were subject to capture by Royal Navy ships and enemy privateers. As the war progressed, the Royal Navy’s blockade of the coast of the United States became more and more effective and gradually expanded to cover the entire coast from the Gulf of Mexico to the border with Canada.

As a result, American exports fell from \$61 million in 1811 to \$28 million in 1813 and \$7 million in 1814, a decrease of 89 percent, and between 1811 and 1814 imports decreased by 75 percent, declining

from \$53 million to \$13 million. The American merchant marine fought back by arming their merchantmen under letters of marque and directly brought the war to the enemy through privateering: fitting out, manning and sending out their own ships to prey on British seaborne commerce.

Privateers were privately-owned armed vessels whose captains held permits, called letters of marque, issued by their governments to capture vessels and property of the enemy. Governments found the private armed vessel a useful ancillary to their official navies. Privateersmen were not pirates, but were bound by the internationally recognized laws of war. They were required to post bonds as guarantees of proper conduct. They were expected to treat prisoners humanely. They had to respect the rights of neutrals. Having captured a vessel, a privateer captain would place a prize master and prize crew on board with orders to bring it into port to be tried in an admiralty court, which would determine whether the captured vessel was a lawful prize.

Vessels carrying letters of marque, but sailing on commercial voyages, were usually also called letter-of-marque traders. Letter-of-marque traders would take prizes that fell in their way, but their main purpose was trade. Vessels carrying letters of marque and purposefully cruising against the enemy were referred to as privateers.

The city of Baltimore, Md., was a major center of privateering during the War of 1812. Its example illus-

trates the contributions of the private armed ship to the war effort. Within a month of the declaration of war, 15 Baltimore privateers had received letters of marque. By the end of the war in 1815, Baltimoreans had dispatched some 122 privateers and letter-of-marque traders. Just under fifty of the Baltimore armed ships of war were privateers and the balance were letter-of-marque traders.

Congress authorized privateering in order to war against the enemy’s commerce. That citizens could profit from preying on British commerce while contributing to the war effort only made privateering that much more attractive. Baltimoreans were proud of the contribution their privateers made to the war effort. Baltimore’s commissioned vessels took more than five hundred British merchant ships, sent in some 1,600 prisoners, and cost British merchants millions of dollars. Privateers forced the British to use naval vessels to convoy merchantmen, and persuaded them to devote naval assets to blockade the Chesapeake and to assign warships to protection of ports and islands.

The young American Navy came of age during the War of 1812. A small but determined corps of officers and sailors demonstrated that, man for man, ship for ship, they were the equal of any seagoing force afloat including the Royal Navy. America’s merchant mariners also contributed mightily to the war effort, cementing a tradition of service that continues to the present day.



Merchant mariner-crewed privateers like the *Pride of Baltimore*, a War of 1812 ship replica, harassed British commerce at sea.

The pieces come to

By Kim E. Dixon,
MSCEURAF Public Affairs

Military Sealift Command Maritime Prepositioning Ship Squadron One and Maritime Prepositioning Force ship USNS 2ND LT John P. Bobo (T-AK 3008) conducted an offload demonstration June 14 in Paldiski, Estonia, as part of exercise Baltic Operations, or BALTOPS 2012.

One of the largest multinational maritime exercises in the Baltic Sea - with 12 participating countries - and conducted June 1-16, BALTOPS included operations pertaining to mine clearance, anti-submarine warfare, surface-to-air defense, counterpiracy, small-boat attack and other maritime security tasks.

In anticipation of the demonstration, held in partnership with the Estonian Defense Force, 182 pieces of rolling stock, an armor kit, a causeway ferry, a warping tug and a utility boat were off-loaded from Bobo June 7, 9, and 10, with a June 16 backload.

At its heart, an MPF offload is moving prepositioned equipment from the ship to where it is needed on the beach. Sounds simple enough, but in reality, it's not. For this BALTOPS offload, personnel from six additional Navy and Marine Corps units deployed to Estonia to train in their roles in the offload.

Inside the ship

The first unit to arrive was the Offload Preparation Party, which typically flies in from the United States to meet the ship in a port on the way to the destination port.

"When we get to the [MPS Squadron] flagships, we figure out what gear we need based on the type of mission, whether it's humanitarian, disaster relief, or combat operations," said U.S. Marine Corps Chief Warrant 2 Thomas B. White, Combat Logistics Battalion 13 and member of the OPP. "This will dictate what ship we need to surge and what people we need to get that equipment off the ship."

CLB 13 motor vehicle operator Cpl. Antonio Sanchez and motor transportation mechanic Lance Cpl. Ian Wardrop worked as a team to prepare the rolling stock.

Sanchez: I wake in the mornings and head down to the tool room to get the plan for the day. We walk around with the mechanics. My troops will learn more when a mechanic explains details to them.

We unchain vehicles, making sure the troops know what vehicles have to get unchained.

When getting the vehicles off you listen to the ground guy and make sure you know where to go. It's about safety and making sure you're not endangering anyone. Challenges in getting the vehicles off the ship? It's tight. The equipment is inches apart; some are only an inch apart. You have to get skinny to get in or out.



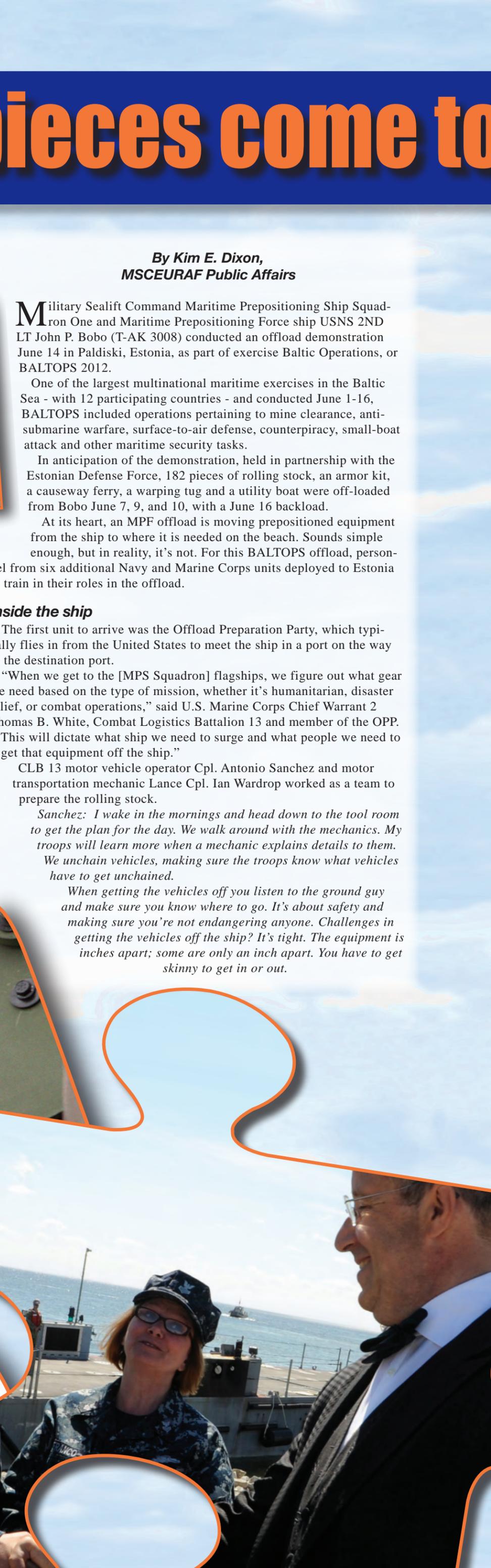
U.S. Navy photo by Kim E. Dixon



U.S. Marine Corps photo by Sgt. Matt Lyman

U.S. Marine Corps photo by Sgt. Matt Lyman

U.S. Navy photo by MC 2 Jeff Troutman



Together in Baltic exercise

Wardrop: Basically, I do vehicle inspections to make sure it is running and in good working order, so we can take it off the ship. If we have a problem, we go to the civilian mechanics on the ship, tell them, and they'll tell me what to do because it's their vehicle until the MAGTF [Marine Air Ground Task Force] signs for them after a joint technical inspection.

Getting to the beach

With the equipment identified, evaluated and made ready, it's time to move it. There are two ways to get the equipment from Bobo's hold to the beach – drive it or crane it, termed roll-on/roll-off and lift-on/lift-off. Bobo can off-load pierside, but since it is as likely an offload would need to be conducted in a location with damaged or undeveloped pier facilities, Bobo can perform in-stream operations for both RO/RO and LO/LO while anchored offshore.

A deployed Naval Support Element executes the in-stream operation using the Improved Navy Lighterage System, along with an accompanying utility boat and warping tug, all carried aboard Bobo. For BALTOPS, the NSE was Naval Beach Group 2, Amphibious Construction Battalion 2, Assault Craft Unit 2, Beach Masters Unit 2, and Naval Cargo Handling Battalion 1. Each unit played a unique, yet key role in the in-stream offload.

ACU 2 operated the utility boat while NCHB 1 Sailors operated the cranes, off-loading boats and lighterage directly over the side into the water. Navy reserve component members from MSC Europe and Africa Expeditionary Port Unit 105 from Navy Operational Support Center Wilmington supported the MPS Squadron. The rest of the story is told by the boatswain's mates.

Boatswain's Mate 1st Class Derron Oliver, BMU 2, beach supervisor

I set up the beach landing zones for the landing craft. I inspect the beach, making sure it's appropriate – good water depth, good beach, good landing area, smooth, not too steep or rough. I deal with multiple types of landing craft so I have to know the go/no go criteria for each one. The tolerances vary by the type and size of the craft we have.

Here, we went out in the utility boat to find the right beach – looked at several until we found one that was suitable. Its rocky beaches and water

obstructions are the challenges here. Once we found one, we trained and rehearsed every day until the demonstration.

While doing this, we trained with Estonian vehicle operators and Marine landing forces support party reservists.

I did find out a unique fact. I learned the water was 80 percent fresh and 20 percent salt here because the water comes from polar ice caps. Didn't impact the job; I just thought it was interesting.

Boatswain's Mate 3rd Class Christopher Brown, ACB 2, causeway ferry deck supervisor

My craft is the causeway ferry, a combination of a power module, intermediate module, and beach module. We connect those through an air system – have pins that lock into each other coming from the intermediate modules and the power module. Like a Lego system, everything connects together.

Once we get a "green beach," a ready-to-go, from the beachmasters, the causeway ferry will get ready to stab the beach. I'm the eyes on the ramp. When the ramp comes down, I see everything in front of us and use hand signals or the radio to direct the craftmaster.

If it's an open beach with just sand, then we just stab the beach and lower the ramp. Can take three to five minutes. If we're in a situation with rocky areas, if we have to fit the ramp in a small opening, then we have to come in slow or we might damage the equipment and then we couldn't help Marines get from ship to shore.

Judgment and skill were exactly what was needed as the NSE team brought a load of combined U.S. Marine Corps and Estonian Defense Force vehicles into a narrow, rocky slip of beach. The ACB 2 team needed a great deal of skill to negotiate a huge rock outcropping on one side and a rock seawall on the other as they made their landing, demonstrating successful coordination among all units.

"The coordination between the various groups, the Marines, the Naval Support Element, and the Estonian Defense Force all seemed well-coordinated and produced a good product," said Navy Capt. Ricks W. Polk, commander, MPS Squadron One. "You can talk about this type of operation a lot, you can put it on paper, but when you actually have to do it – the ship, the Marines, and the Navy – their parts have to overlap and synchronize and that's why the exercise is so important. You can table top it for a long time, but when you try to make it work, reality strikes."

"If we're in a situation with rocky areas...then we have to come in slow or we might damage the equipment..."

Boatswain's Mate 3rd Class Christopher Brown, ACB 2

Cover: Quartermaster 2nd Class John Gosewisch, a salvage officer from Naval Beach Group 2, guides a section of lighterage loaded with Estonian army vehicles as part of Baltic Operations 2012.

Opposite page, top: A U.S. Marine Corps Abrams Tank, part of the prepositioning stock on board USNS 2ND LT John P. Bobo (T-AK 3008) rolls off the ship during a demonstration in Paldiski, Estonia.

Opposite page, center: Lance Corporal Ian Wardrop, an automotive maintenance technician, works to fasten an up-armored cab to a Medium Tactical Vehicle Replacement, a 7-ton truck used to move supplies.

Opposite page, bottom: Toomas Hendrik Ilves, right, president of the Republic of Estonia, greets Lt. Cmdr Sean Fagan, left, and Yeoman 1st Class Susan DeFranco in Paldiski Harbor.



Graduations



Maj. Stephen Allyn, left, currently filling a joint assignment in MSC's Sealift Program, graduated from the Joint Forces Staff College in Norfolk, Va., June 15, after completing the 10-week Joint Professional Military Education Phase II program.



Lt. David Lee Bassett, left, receives his diploma from Chief of Naval Operations Adm. Jonathan Greenert during graduation June 15 from the U.S. Naval War College in Newport, R.I. Bassett, a member of MSC's Special Mission Program, completed a master's degree in National Security and Strategic Studies.



First Officer Robert Foor, left, receives a diploma from Greenert for earning a master's degree in National Security and Strategic Studies from the U.S. Naval War College. Foor is a member of MSC's Combat Logistics Force.



Rear Adm. John N. Christenson, president, U.S. Naval War College, left, presents Lt. Rebecca Hoyt, MSC's principle owner's representative in the T-AKE program, with a master's degree in National Security and Strategic Studies.



Christenson presents Timothy Pickering, cargo project officer in MSC's Sealift Program, with his master's degree in National Security and Strategic Studies. Pickering also completed his Joint Professional Military Education requirement in the college's Seminar Program.

U.S. Navy photos

HQ • HIGHLIGHTS

Rear Adm. Mark H. Buzby, commander, Military Sealift Command, visited Surface Warfare Officers School in Newport, R.I., June 20 and spoke to students about the expectations of Navy leadership.

"You are the Navy's warfighting experts," said Buzby while addressing a group of department head students. "In order to be successful, you must work closely with your ship's other department heads. Being successful requires teamwork."

Buzby, SWOS's commanding officer from 2003 to 2004, also highlighted the importance of partnerships to the international students about to graduate and return to their respective countries.

"I know you are the best of your Navy's" said Buzby. "The relationships you established with your classmates and the U.S. students and staff will help foster bonds of trust that will enable

all our navies to work more closely together in the future," he said.

The command welcomes Navy **Capt. Kenneth McKinley**, contracts and business management director; Navy **Capt. Robin Wilkening**, MSC force surgeon; **Destiny Simms Kemba Barnes** and **Linda Beinsu**, maritime forces, manpower and management; **Avonna Dawkins** and **Samira Jones**, command, control, communication and computer systems; Navy **Chief Warrant Officer 2 Willie McCullen**, operations; and Navy **Lt. j.g. James Masterson**, operations.

MSC headquarters bids fair winds and following seas to **Joseph Harriss**, operations; Navy **Petty Officer 1st Class Antoinette Debose**, command, control, communication and computer systems; Navy **Capt. James Rice**, medical programs; and Navy **Lt. Richard Ilczuk**, operations.

FAR EAST • HAILS

Military Sealift Command Far East changed hands June 26 when Navy **Capt. James Hruska** relieved Navy **Capt. Charles "Chip" Denman** as MSC's senior commander in the Far East. A native of East Islip, N.Y., and a 1987 graduate of Boston University, Hruska reported to MSCFE from the Office of the Chief of Naval Operations in Washington, D.C.

More than a hundred guests attended the ceremony at Singapore's Sembawang Wharves, home of MSCFE.

Navy **Rear Adm. Mark H. Buzby**, commander, MSC, awarded Denman the Legion of Merit. Buzby, the ceremony's principal speaker, highlighted Denman's accomplishments during his time in command.

Buzby also recognized Denman for establishing MSC's first Combat Logistics Force officer-led team, which served as a model for the rest of the fleet. The team serves as a centralized, one-stop shop for Navy combat logistics force ships, which, Buzby said, "greatly improves the management of goods we deliver to Navy ships at sea." Denman's next assignment is the U.S. Department of State as a senior U.S. Navy representative.

Buzby also highlighted MSCFE's participation in six major exercises and 14 theater security engagement port visits, working alongside allies and partners throughout the region.

While in Singapore, Buzby presented MSCFE's Logistics and Combat Logistics Force officer Navy **Cmdr. Roscoe Porter** and combat logistics officers **Andrew Armacost** and **Peter Duggan** with certificates, recognizing them as runners-up as Operational Logistics Team of the Year for the prestigious Admiral Stanley R. Arthur Award for Logistics Excellence for 2011. Presented on behalf of Navy Vice Adm. Philip Cullom, Deputy Chief of Naval Operations for Fleet Readiness and Logistics, the award recognized MSCFE's CLF team for advancing Navy logistics.

Buzby also visited USNS Able (T-AGOS 20) and USNS Pecos (T-AO 197) while in Singapore.

Duggan, who also served as a reserve U.S. Navy supply corps officer, retired from the Navy Reserve having completed 25 years of service during a ceremony at MSCFE headquarters June 11. Denman presented Duggan with a U.S. flag flown over his first ship, USS Blue

Ridge (LCC 19).

During a June 8 ceremony at Sembawang Wharves, Navy Reserve **Capt. Matthew Fenton**, a strategic sealift officer, retired from the U.S. Navy after 30 years of service. Fenton was commissioned in the Merchant Marine Program of the Navy Reserve after he graduated from the California Maritime Academy in 1982.

Denman, accompanied by **Pete Budi** and **Craig Gibson**, director and deputy director of MSC's logistics directorate, presented the supply department of USNS Richard E. Byrd (T-AKE 4) with the David M. Cook Food Service Excellence Award for 2012, marking the second time the ship won this prestigious award.

Byrd's **Chief Steward Leonardo Enriquez**, **Supply Officer Albert Gibbs** and ship's civil service master, **Capt. John Sargent**, accepted the award. Denman also presented Byrd with the Defense Logistics Agency's Food Service Management Excellence Award for Outstanding Food Service for 2012, a certificate from the International Food Service Executives Association for Excellence in Food Service for 2012, as well as a merit citation to the supply department's **Tito Farrales** in recognition of individual contributions to the improvement of MSC food service operations for 2012.

At MSC Office Diego Garcia, MSCFE deputy commander Navy **Capt. Jesus Cantu** presented the Navy and Marine Corps Achievement Medal June 12 to administrative officer **Yeoman 1st Class Sean Danyus** for outstanding service.

Capt. Andy Laska, prospective civilian master of USNS Effective (T-AGOS 21) visited MSCFE headquarters June 22, meeting with Denman and command staff members before reporting aboard the ship.

MSCO Korea bid fair winds and following seas to executive officer Navy **Lt. Cmdr. Juan Gutierrez**. Diego Garcia-based Maritime Prepositioning Ship Squadron Two welcomed **Gunner's Mate Chief Nicholas Federico**.

The command welcomes operations officer Navy **Cmdr. Mark Roemhildt**. MSCFE bids fair winds and following seas to Strategic Sealift Officer **Lt. Mickey Hand**, who received a Navy and Marine Corps Achievement Medal for outstanding service during his four-month assignment. MSCFE welcomes Hand's relief, Navy **Lt. Michael Huzyak**.

CENTRAL • CURRENTS

Military Sealift Command ships operating in the U.S. 5th Fleet area of responsibility maintained a high operational tempo in June. Combat Logistics Force ships conducted 94 underway replenishments, including 51 with coalition, European Union and NATO ships. The support provided by the ships of Commander Task Force 53 enabled combatants to stay at sea for extended periods. MSCCENT/Commander Task Force



U.S. Navy photo by MC2 Alex Forster
USNS Joshua Humphreys (T-AO 188) refuels British Royal Navy destroyer HMS Daring during a June 28 underway replenishment in the Gulf of Oman.

53 bid fair winds and following seas to Navy Lt. Cmdr. Sean Andrews, lieutenants Timothy Walker and Victor Romanenkov, Chief Petty Officer Joel Gonzalez and petty officers 2nd class Roosevelt Serra, Brandon Bridges and Brandon Ericson.

The command welcomes Navy petty officers 1st class Diego Santiago and Tarenta Payne and Petty Officer 2nd Class Angel Lugo.

COMPASS • HEADING

Ten of 18 Navy enlisted personnel currently assigned to USNS Comfort (T-AH 20) were advanced in rate during the May 2012 advancement cycle.

"Sailors aboard USNS Comfort demonstrated the need to succeed through our Enlisted Advancement Program," said Senior Chief Petty Officer J. Kevin Smith, Comfort's senior enlisted leader. "The program was implemented to assist our Sailors in achieving the next milestone in their careers. An advancement rate of 53 percent is unheard of. I am extremely proud to serve with each and every one of my Sailors."

Rear Adm. Mark Buzby, commander, Military Sealift Command, along with Adm. John C. Harvey, Jr., commander, U.S. Fleet Forces Command, and Rear Adm. David Thomas, Jr., commander, Naval Surface Force Atlantic, recognized 82 MSC military and civilian employees with commendations for their roles in refitting USS Ponce (AFSB(I)-15) during a June 12 ceremony on Naval Station

Norfolk, Va.

Civil service mariner promotion boards selected mariners as qualified and best qualified for promotion to the following billets: third officer, 2nd radio electronics technician, second cook and ordinary seaman advancement program.

Fair winds and following seas to Able Seaman Keith Farley, Chief Steward Tito Farrales, Able Seaman Jamie Lumahan, Second Cook Romeo Mina, Boatswain Luis Torres, 2nd Assistant Engineer Redentor San Pedro, Capt. Jeffrey Siepert, Wiper Antonio Valencia, Able Seaman William Wynn, Financial Management Analyst Susan Smith and Supervisory Human Resources Specialist John Cochran on their retirements. Farrales, Lumahan and Torres retire with 42, 43 and 54 years of service, respectively.

For more MSC Norfolk and civil service mariner news, view the on-line newsletter at www.msc.navy.mil/msfsc/newsletter.

PACIFIC • BRIEFS

Military Sealift Command Pacific's Logistics Department hosted Mark Kaniewski, MSC logistics directorate, for Combat Logistics Force Load Management Module implementation aboard USNS Rainier (T-AOE 7). Kaniewski also met with the logistics staff and members of the supply and cargo departments aboard USNS Henry J. Kaiser (T-AO 187), presenting the departments with a briefing about the global Combat Logistics Officer network that supports local operations. The department also provided a pre-deployment customer education brief aboard USS Benfold (DDG 65). Topics covered included logistics operation and procedures in the U.S. 5th and U.S. 7th Fleet areas of operation, including the CLO concept.

Navy Capt. Sylvester Moore, commander, MSCPAC, traveled to the Pacific Northwest May 31 to June 2 to meet with the commanding officers of Naval Station Everett, Wash., and

Naval Magazine Indian Island.

Moore also held a commodore's call with the MSCPAC Reserve Expeditionary Port Unit 116, where he presented awards to individual Sailors as well as the MSCPAC Commanders Cup Reserve Unit of Excellence award.

Navy Cmdr. Joe Whalen, MSCPAC reserve operational support officer, and an MSC recruiter represented the command at the Shipmates to Workmates event at Naval Air Station Lemoore, Calif. This program assists separating Sailors in finding employment at partner commands and provides resources for applying for federal jobs.

MSCPAC wishes fair winds and following seas to Navy Yeoman Chief Charles Townsend, MSCPAC administration officer, for retiring after 21 years on active duty. Moore presented Townsend with a Navy Commendation Medal for his outstanding service while at MSCPAC.

ATLANTIC • LINES

Military Sealift Command Atlantic's Jacksonville team assisted with the loading of 724 pieces of cargo on USNS GYSGT Fred W. Stockham (T-AK 3017) and 143 pieces of cargo on MSC-chartered cargo ship MV Ocean Charger for operations Southern Accord and Western Accord. The team also assisted with discharging 110,000 barrels of fuel from MSC-chartered tanker MV Houston.

At MSCLANT's office in Charleston, S.C., Tom D'Agostino, director of ship operations, assisted Houston's discharge of 150,000 barrels of fuel June 20. Marine Transportation Specialist Mary Ann Liberto arranged port services for the arrival of USNS Pathfinder (T-AGS 60) June 11 for its yard period at Detyen's Shipyard.

USNS Medgar Evers (T-AKE 13) transited the Panama Canal en route to Norfolk, Va., to join sister ship USNS William McLean (T-AKE 12). They replace USNS Lewis and Clark (T-AKE 1) and USNS Sacagawea (T-AKE 2) as those ships are transferred to MSC's Prepositioning Program.

MSCLANT operations department personnel Navy Cmdr. Rick Adside

and Judy Lee attended the Bold Alligator 2013 initial planning conference in late June at Joint Expeditionary Base Little Creek-Fort Story, Va.

Rick Caldwell, the command's lead marine transportation specialist, completed mission capability assessments June 18-22 at MSCLANT's offices in Jacksonville and Port Canaveral, Fla.

MSCLANT congratulates USNS Patuxent (T-AO 201), USNS Grasp (T-ARS 51) and USNS LCPL Roy M. Wheat (T-AK 3016) on winning the 2011 Department of the Navy Safety Excellence Award. Each ship merited a citation and plaque from Chief of Naval Operations Adm. Jonathan Greenert and is authorized to display a green mark in the shape of letter "S," for safety, on the bridge, sail bulwark or another location.

USNS Grapple (T-ARS 53) returned to Norfolk June 22 following a successful four-month deployment to the U.S. Southern Command supporting Southern Partnership Station 2012. Grapple participated in exercises with five Latin American countries for a total of 452 training dives and 108 decompression chamber training activations.

EUROPE/AFRICA • NEWS

Maritime Prepositioning Ship Squadron One ships USNS SGT Matej Kocak (T-AK 3005) and USNS 2ND LT John P. Bobo (T-AK 3008) conducted loads and offloads in support of the U.S. Marine Corps in June. As part of Marine Corps Prepositioning Program Norway, Kocak was in Hammernesodden June 20-23 and Fiborgtangen June 23 to July 1 to off-load U.S. Marine Corps cargo and rolling stock for storage in Norwegian prepositioning caves.

MSC-chartered high-speed vessel Swift (HSV 2) continued working its way around the African continent, making Africa Partnership Station and theater security cooperation port visits, which included Simons Town, East London; and Durban, South Africa, where Swift's crew and military detachment participated in community relations events, receptions and a Memorial Day flag raising, while the Navy band performed at a variety of venues. From there, Swift traveled to Mozambique,

stopping in Maputo and Nacala to execute Africa Partnership Station training and collaborative activities. The last location visited during June and into July was Dar Es Salaam, Tanzania.

The U.S. 6th Fleet flagship USS Mount Whitney (LCC 20) got underway in June, participating in BALTOPS 2012 when it hosted personnel from four commands – Expeditionary Strike Group 2; Helicopter Sea Combat Squadron 28 Det. 1; Strike Force NATO; and U.S. 6th Fleet – and conducted general training operations.

USNS Grasp (T-ARS 51) deployed to the Black Sea, visiting Istanbul, Turkey, for a mid-June port visit. Grasp sailed to Odessa, Ukraine, where the crew and an embarked mobile diving and salvage unit participated in bilateral diving operations through early July.

MSC Ship Support Unit Naples welcomes Navy Yeoman 1st Class Felicia Cretchen reporting as administrative support assistant.



U.S. Marine Corps photo by Sgt. Matt Lyman
An ambulance Humvee drives off MSC Maritime Prepositioning Force ship USNS SGT Matej Kocak (T-AK 3005) as part of an offload to store rolling stock and Marine Corps prepositioning cargo in Norway.

Tern delivers U.S. Navy minesweepers

By U.S. Naval Forces
Central Command and Meghan
Patrick, MSC Public Affairs

Four U.S. Navy mine countermeasures (MCM) ships arrived in Manama, Bahrain, aboard Military Sealift Command's contracted vessel MV Tern, June 20.

USS Sentry (MCM 3), USS Devastator (MCM 6), USS Pioneer (MCM 9) and USS Warrior (MCM 10) were transported from Los Angeles aboard Tern to support a U.S. Central Command request for additional MCM assets in the U.S. 5th Fleet area of responsibility.

MCM ships conduct operations with coalition forces in order to ensure the continued, safe flow of maritime traffic in

international waterways. The MCM ships are scheduled for a seven-month deployment with rotational crews from San Diego to provide continuous manning.

Loading the MCMs safely on to Tern was a multi-step process, according to Military Sealift Command Marine Transportation Specialist Tom Walters. Because San Diego's harbor is not deep enough to float the four vessels onto Tern, they were towed from San Diego to Long Beach, Calif. The towing transit for each MCM takes 19 hours, so with a 12-hour tug transit back to San Diego, the movement took several days.

The deepest anchorage in Long Beach is just deep enough to conduct the heavy-lift operation, which involves ballasting, or adding water to the ship

so that Tern's top deck sinks below the surface, allowing the MCM crews and on-site specialists to float on and strap the four smaller MCMs onto the specialized deck.

"Theoretically, Long Beach is deep enough to support such an operation," said Walters. "But unfortunately, small harbor swells prevented this operation from happening the way we planned."

The team switched gears and developed a back-up plan. All four MCMs were then floated on Tern at the 300 Turning Basin in Los Angeles.

"The performance of the heavy-lift team; MCM Squadron Three personnel; and tug and shore support personnel was all outstanding," said Walters. "Plans were changed to overcome obstacles

and this extremely complex, complicated loading and securing operation was accomplished in a most high professional manner."

The arrival of the MCMs in the U.S. 5th Fleet area of operations, and the additional capability and capacity they provide, offer greater opportunities for cooperation with regional partners.

The U.S. 5th Fleet area of responsibility encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea, and parts of the Indian Ocean. This expanse, comprised of 20 countries, includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

U.S. Navy photo by MC2 Alex Forster



MSC-chartered ship MV Tern transits the Indian Ocean while carrying four mine countermeasure ships to their new homeport of Manama, Bahrain. The minesweepers were loaded in a unique operation called ballasting, in which Tern's top deck sank below the water's surface.

Safeguard conducts exercise with Malaysians

By Edward Baxter
MSCFE Public Affairs

Military Sealift Command civil service mariners and U.S. Navy divers embarked USNS Safeguard (T-ARS 50) to conduct a training exercise with the Royal Malaysian Navy June 14-20.

Safeguard's 26-person CIVMAR supported Navy divers from San Diego-based Mobile Diving and Salvage Unit One, Company 1-1, for the dive portion of the exercise, one phase of the five-month-long Cooperation Afloat Readiness and Training, or CARAT.

Held each year between the U.S. Navy and several South Asian nations, CARAT comprises a series of maritime security

training exercises conducted at-sea and ashore including dive and salvage operations; port security; small boat handling; maritime interdiction; visit-board, search and seizure operations; maritime aircraft operations; and engineering and medical civic action programs.

"Our primary objective was to strengthen relationships and enhance mutual cooperation and understanding between divers from both nations," said San Diego, Calif.-based Mobile Diving and Salvage Unit One, Company 1-1 officer-in-charge Navy Lt. Shauna Marshall.

After a four-day sail from Pasir Putih, a small island near Bali, Indonesia, Safeguard anchored June 14 off the coast of Lumut, a scenic coastal town in Malay-

sia's Perak State and home to one of the Royal Malaysian Navy's largest bases.

"Weather conditions en route to Lumut were good but we had to be very attentive to shipping traffic, especially small fishing boats as we approached the Malaysian coast," said Safeguard's civil service master Capt. Ed Santillan.

U.S., Malaysians train together

Aboard Safeguard, Navy Hospital Corpsman Master Chief Daniel Retch conducted training on the use of hyperbaric chambers used to treat decompression sickness when necessary after deep-water dives. Other medical issues discussed included learning how to conduct post dive neurological exams to identify signs of nitrogen narcosis due to rapid ascent from deep dives.

MDSU One and Royal Malaysian navy divers conducted 10 ocean-bottom training dives June 17-19 using a KM-37 diving helmet, which supplies air to submerged divers through an umbilical cord from the surface in depths up to 300 feet.

A team of U.S. and Malaysian divers decided to deploy Safeguard's 23-foot rigid-hull, inflatable boat, or RHIB, to conduct side scan sonar operations near a partially submerged wreckage which presented a hazard to navigation. While the actual exercise planning did not include

raising or moving the sunken merchant vessel, the exercise did include discussions on techniques to salvage it.

"The RMN divers were very interested in different salvage methods and calculations and applying the use of these techniques to a downed vessel," Marshall said.

Above the waterline, Safeguard's CIVMARs worked around-the-clock to support divers throughout the exercise, lining up the cranes and making sure all the equipment was in good working order before any evolutions were to commence. Cranes were employed to lower and raise the stage used to deploy divers to the ocean floor.

Safeguard's engineering team ensured generators were consistently running to make and supply power for the cranes and the capstan, as well as power for the recompression chamber, lighting and communications. Mariners also operated the RHIB used to ferry passengers and supplies from ship to shore.

Additionally, two stewards in Safeguard's supply department kept a ship with more than 65 people – including civil service mariners, U.S. Navy and Malaysian divers – fed and ready for work.

"The steward department had to work long hours to keep the line open until everyone was fed during dive operations," Santillan said.



Navy Diver 2nd Class Carlos Dhayer, right, and a member of the Royal Malaysian Navy spend time in a recompression chamber aboard USNS Safeguard (T-ARS 50).

Life aboard HSV 2 Swift: Rey Tinoy's story

By MC1 Martin K. Wright
HSV 2 Swift Public Affairs

Rey Tinoy is the civilian boatswain aboard Military Sealift Command-chartered high-speed vessel Swift (HSV 2). As one of the contract mariners working for MSC, he's worked and lived on Swift since 2008, longer than any of the military detachment personnel currently aboard. After serving as an able bodied seaman for 15 years, he made the step up to boatswain, feeling he had more to contribute.

As the boatswain, he helps to ensure

the maintenance and upkeep of the ship. Since Swift makes frequent port calls and hosts many receptions, that maintenance is more detailed than most merchant ships. It's the upkeep that takes a majority of Tinoy's time in port.

But it is getting in to port that provides the most visible part of Tinoy's job. He helps make sure the mooring lines are secure and the ship docks safely, laying alongside refrigerator-sized bumpers to keep the ship from pounding against the dock.

Tinoy said on most merchant ships the work is usually solitary, so he enjoys

working on the Swift and getting to know the Sailors and Marines aboard. He said, "It's very rewarding going with the Sailors. It's different than a regular ship; I get to interact with them."

Being aboard Swift and supporting Africa Partnership Station has added a deeper level of satisfaction, said Tinoy, "It's very important that nations the ship visits are good at providing security."

Tinoy plans to stay with Swift until the contract with the MSC ends, and he hopes it will be extended so he can stay longer.



U.S. Navy photo by MC1 Martin K. Wright