

September 2012

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND



MSC revs up for

RIMPAC 2012

INSIDE — Grapple aids search for WWII missing Americans • Grasp hosts Sea Breeze 2012 divers

U.S. Navy photo by MC2 Eva-Marie Rambaran

The new and improved CMPI 610

Shipmates, I'm happy to report that the revision of Civilian Mariner Personnel Instruction 610, or CMPI 610, is complete and approved by both MSC and your unions. After years of negotiations, we now have an updated document that provides clearer guidance on hours of work aboard MSC vessels and how CIVMARs afloat are to be paid when performing different types of work, including overtime and premium pay work. The Instruction must now be approved by additional higher-level Navy offices before it becomes effective. That is in progress.

The new rules were fully negotiated between MSC and the three unions that represent a majority of CIVMARs: Seafarer's International Union; the International Organization of Masters, Mates and Pilots; and the Marine Engineers' Beneficial Association.

This is the first time in a quarter of a century that CMPI 610 has been totally revised, and the changes bring some important work and pay rules into the 21st century. I also believe it makes working conditions better and clearer for all our afloat CIVMARs. This important milestone would not have been possible without the true partnership and support of labor's and management's interests during the negotiations.

Most importantly, the revision ensures that CIVMARs will not see a significant pay cut in their overall overtime and premium pay as a result of the work rule changes. With the protections built into the negotiations and the implementation program, if CIVMARs experience a significant impact to their pay, the parties have agreed to come together to review that specific work rule and make appropriate adjustments as necessary.

In the negotiations, our primary goal was to make sure that CIVMARs would be fairly compensated for their work, that there wouldn't be any significant financial impact as a result of the work rule changes, that the changes wouldn't appreciably increase MSC costs, and that the rules could be fairly and consistently applied. The revision also aimed to remove repetitive, confusing and inconsistent language and to develop rules that could be applied to unlicensed CIVMARs on both coasts whenever possible.

In an effort to follow federal law, we worked to make the new CMPI 610 mirror prevailing maritime industry practices as much as possible. In fact, much of the contract language in CMPI 610 is similar to that found in contracts negotiated by

your respective unions in the deep sea/commercial sector.

Overall, the new document is shorter and easier to read. One of the biggest changes is that the work rules section is now organized by type of work. You can go to one place to find the type of work event you want to know about and how your work will be compensated. No more digging into multiple sections and cross-referencing to find your answer.

For example, negotiators noted the problems interpreting the various cargo sections and determining who would be eligible for this pay. To make the rules clear, negotiators divided the work rules section into non-explosive dry cargo, explosive dry cargo and liquid cargo. To find out how you'll be paid to handle dry cargo, you simply go to Section 4-8, Cargo, and you'll find the answer. Under each type of work, you'll find the rates of pay for licensed deck officers, licensed engineering officers and unlicensed CIVMARs working on vessels from both coasts.

Mission requires working late? Night Lunch is covered in Section 4-5. The rule describes when CIVMARs will receive a meal or pay, if food isn't available.

Rest Periods After Midnight? Covered in Section 4-3.

Virtually any type of work you are required to do is covered in CMPI 610. And now, it's easier than ever to find out all about it.

A major change for CIVMARs under these new rules is that now all CIVMARs will be paid premium or overtime pay in one-hour increments. Unlicensed CIVMARs used to be paid in 30-minute time blocks. That's a significant change for the better.

Another area that has been cleaned up and made easier to understand involves pay provisions for port security and safety watches on ammo ships. It's all covered in Section 4-7, Gangway/Port Security/Safety Watches.

I believe that no matter what ship you're

on and no matter where in the world you work, when you review the new Instruction you will be able to understand how you will be paid for the work you perform.

Now, that said, I understand that nothing is ever perfect. As with any new program, there may be misunderstandings and disagreements about how much premium pay you have earned. The new CMPI 610 covers that too, in Section 2-3, Premium Pay Disputes.

Some old hands are probably going to wonder where certain old sections have been placed in the new CMPI 610 and what has happened to language which no longer appears in the new Instruction. To that end, we're working with the unions to prepare a side-by-side comparison chart that will display and compare both the old and the new documents. You'll see a copy of this chart when our CMPI 610 trainers visit your ship or CIVMAR Support Unit during the roll-out period for CMPI 610.

We're aiming at full implementation by October 7, 2012, at which time the old rules will no longer apply. We'll make fleetwide announcements to keep everyone in the loop on updates and the actual date of implementation.

Proper pay is important to every mariner. When there is confusion, or when mistakes in pay are made, it affects crewmembers' attitudes, morale and quality of work.

CIVMARs are unique maritime workers, performing dangerous and difficult work in an environment those who work ashore don't fully understand. Shipmates - no other workers perform as you do, or as well as you do. That's the biggest reason why MSC continues to serve its customers so well, wherever, whenever, 365 days a year.

Look for a DVD explaining the revision to CMPI 610. It will be coming to your ship or CSU soon. And, as always, if you've got questions, ask someone. If you find a glitch in the system, point it out to a supervisor. CMPI 610 has a built-in review process to work out any problems that

come to light.

I'm convinced that the new, improved CMPI 610 will make your life as a CIVMAR better.

In the meantime, thanks for all you do, both for the command and for your nation. See you in the fleet.

No one works in a vacuum

As the MSC commander I am the equal employment opportunity officer, and I am committed to a work environment that fosters diversity, equal opportunity and innovation. I don't care who you are, where you came from or what your beliefs might be. I do care about your well being as you do your part in effecting the MSC mission. Our accomplishments all rise out of a workplace that stimulates job satisfaction, mission accomplishment and a high level of morale. We are all shipmates together. We take care of each other. If we see problems, we make them known. The EEO Program is one avenue to do this. If you encounter issues affecting equal opportunity, I urge you to talk with your supervisor or the EEO people in your area. Together, we deliver.

Sail safe and yours aye,

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

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



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Moving forward with ONE MSC



Last month at Town Hall meetings in Norfolk and Washington, I provided an update on the NAVFAC study regarding the possible consolidation of MSC headquarters and MSC Norfolk in Tidewater. As you may recall from those meetings, I said that the next two steps in the process were to incorporate this information into a business case for the consolidation and then present those findings and a recommendation to Adm. Harvey at U.S. Fleet Forces Command.

Thanks to a lot of hard work by many of you in Norfolk and D.C. who participated in the team activities during July, we were able to complete a business case analysis and arrive at a recommendation that I believe makes good sense for the command, considering many known and unknown factors.

I met with Adm. Harvey on August 8 and recommended that we not pursue consolidation of MSC Norfolk and MSC headquarters at this time. Our business case analysis simply did not provide significant return on investment over a reasonable enough period of time to financially justify the move to Norfolk given the projected personnel savings we postulated. Adm. Harvey concurred with my recommendation.

There are a number of other factors that informed my decision along with the business case. As I am sure you are aware, all government agencies including DOD, DON and MSC face the uncertain impact of sequester in January 2013, and planning for consolidation in that environment would have been extremely risky. Also, DOD is in the middle of evaluating the impact of the refocus on the Pacific region and the strategic laydown of forces necessary to support these new priorities. With all of these variables in play, and others, I assessed that now is not the right time to complicate the impacts of those larger decisions with a move of MSC ashore assets to Norfolk.

The next step in the process was for USFF to represent these findings to the CNO during an Executive Board meeting scheduled for late August dealing with the strategic laydown of forces in the future. I will keep you informed of any decision which could impact us. For now I would ask that we focus our efforts on making One MSC as successful as possible. The more mature we can make our organization under this construct, the more effectively we will execute our mission.

Finally, there were some great suggestions that came out of July's team study work and I have asked the executive director to continue to pursue these ideas, and bring them to me, in the spirit of making MSC most efficient and effective.

Focus on safety

There are many reasons why, but summer is traditionally a time of increased safety mishaps. It's no different aboard MSC ships either. During the 100 days of summer this year, MSC shipmates suffered 20 lost-time injuries (Class C), an increase over last year. These were mostly slips, falls, overexertion and lifting injuries, and thankfully there were no Class A or B injuries, but the increase in Class C injuries has me worried.

Life at sea is hazardous enough all by itself. We need to take the time before we do any task, no matter how simple it might seem at the beginning, to identify potential hazards and take steps to eliminate those hazards before we start the task. Lifting heavy objects takes proper equipment and might involve additional manpower. Working in excessive heat definitely requires additional breaks for hydration.

Being safe takes time, but it's time well spent if it means staying alive and well. Watch out for your shipmates, and take the time to be safe!

MSC delivers for ‘Goose time’ in Greenland



U.S. Navy photo by Brian Hill

MSC-chartered cargo ship MV Ocean Giant sits in North Star Bay, Greenland, with equipment and supplies for personnel on Thule Air Base. The annual mission to resupply Thule - Operation Pacer Goose - is always conducted in the Arctic summer.

By Bill Cook
MSCLANT Public Affairs

The port at Thule Air Base, located on the northwest coast of Greenland, and 750 miles north of the Arctic Circle, is thickly frozen nine months of the year. For roughly three months beginning each July, the ice thins on Baffin Bay to less than four feet – thin enough for icebreakers to clear a path for ships to enter. This brief window of opportunity is relied upon for the resupply of the base for an entire year, and is why Military Sealift Command-contracted supply vessels are a welcome sight.

Brian Hill, marine transportation specialist with MSC’s Military Sealift Command Atlantic in Norfolk, Va., noted that the annual operation to resupply this invaluable base, the northernmost unit of eight worldwide satellite tracking stations in the Air Force Satellite Control Network, began in 1952.

“Originally named Operation Blue Bird, U.S. Navy combatant assets were used to bring the goods

to-and-from the base,” said Hill. “In 1969, MSC took the role and the mission was renamed Operation Pacer Goose.”

This year, 545-foot ice-class heavy-lift ship MV Ocean Giant and 591-foot ice-class tanker MV Maersk Peary conducted the mission. Each ship was escorted by Canadian Coast Guard icebreaker Henry Larsen, rendezvousing 500 miles from Greenland for the treacherous voyage through icy Arctic waters to Thule’s port in Northstar Bay, a transit of approximately two-and-a-half days.

Ocean Giant, which loaded its cargo in Norfolk, Va., departed for Greenland July 9 and arrived July 20. The ship carried 71 pieces of cargo, which included containers of repair parts for the sensitive satellite and radar equipment; living supplies; a snow tractor, fire truck and bulldozer; and a modular housing unit. The full cargo load occupied 18,000 cubic feet. The supplies provide the base with essential dry goods, commissary,

exchange and medical supplies for the 800 military and contractor personnel stationed there.

Maersk Peary, which departed Greece on June 28 and arrived in Thule July 17, delivered 250,000 barrels of JP-8 fuel. All of Thule’s operating systems, from vehicles to generators to the heating plant, rely primarily on the JP-8 fuel to provide electrical power and heating.

According to Hill, who was in Greenland July 19-27 to coordinate the operation, the weather was cold, rainy and windy despite the fact that summer means constant, 24-hour sunlight in Greenland.

“The job had to get done despite the conditions; it was just me and the crew of contracted Danish stevedores working 12-plus hour days to get everything offloaded in just a few days,” said Hill. “The inhospitable climate was unusually bad with winds gusting up to 50 knots, but it was the perfect climate for injury, so everyone was particularly careful.”

“The pier can only accommodate one vessel at a time,” Hill explained.

“We brought Maersk Peary in at a 90-degree angle to the pier in what is known as a ‘med-moor.’ Both anchors hold the bow in place while four sets of lines hold the stern. The ship was about 50 feet from the pier and pumped fuel through hoses from that position.”

After the tanker departed on July 25, Ocean Giant pulled pierside. Once personnel off-loaded the supplies, they reloaded the ship with empty cargo containers and hazardous and solid waste produced during the previous year for disposal or reutilization when the ship returned to Norfolk. Ocean Giant completed its mission and departed on July 29.

This was Hill’s fourth trip to Thule to coordinate vessel operations, but the severe weather conditions still amaze him, he said. “Remember, Thule is 500 miles too far north to see the Northern Lights, but on the few occasions they do see them, they are called the Southern Lights,” Hill mused. “That should give you some idea of how alien the climate can be in Greenland.”

MSC chefs develop new healthy heart menu

By Roberta Jio
Military Sealift Command

Military Sealift Command’s Healthy Heart Program is a systematic approach to healthy eating aboard government-owned and operated ships. The program comes from the 50 strategic initiatives for employee well-being introduced in 2010, which included providing civil service mariners with food choices that allow them to eat healthier aboard ship.

The new recipes and curriculum for the Healthy Heart Program were prototyped on board USNS Supply (T-AOE 6) in early January 2012, when chefs tested healthy heart recipes on a large scale. The results of the original 35-day testing cycle allowed MSC to determine which recipes worked well, needed modification or were simply not suited to large-scale production.

After Supply’s testing, USS Ponce (AFSB(I) 15) became the first MSC ship to implement the Healthy Heart Program implemented. As funds become available, the program is slated to expand to other CIVMAR-crewed ships.

Creating the program

A team of four people, including me, carefully developed the

program in three steps.

First, we created recipes that taste good, are healthy and use food products that are available at ports worldwide. Three executive chefs – Randy Green, Rikk Panzera and I – tested more than 3,000 recipes, settling on a final menu of more than 200 choices. Some of the recipes we created ourselves, while others are modified from recipes we received from MSC ships. So, some of the cooks aboard our ships will see their recipes, with a spin.

Along with MSC’s registered dietician Jayne Knox, we created a curriculum that supports both hands-on training for the food production staff and nutrition training for crew members. The Healthy Heart Training Curriculum has a food production course that teaches shipboard cooks how to prepare the new meals, and a nutrition course available CIVMARs. The nutrition course provides detailed information on how food choices relate to health, and how the heart-healthy menu plays a role.

In our third step, we tested the recipes as part of the MSC 35-Day Healthy Cycle Menu. This menu basically ensures that different healthy meals are served every day, for 35 days. The healthy entrées



U.S. Navy photos by Karen Fray

Above: Chicken parmesan is one of the new Healthy Heart recipes developed and tested by executive chefs.

Left: Executive chef Rikk Panzera whips up a Healthy Heart meal during the program’s recipe testing phase in St. Augustine, Fla.

offered at each meal are identified on tabletop menus by a heart icon adjacent to the food item. Each meal offers:

- 1 Main entrée- 15 fat grams or less
- 1 vegetable – 5 fat grams or less
- 1 starch Option – 5 fat grams or less
- 1 dessert Option – 5 fat grams or less



U.S. Navy photo by MCC Sam Shavers

Fueling the G

**By Sarah E. Burford
MSCPAC Public Affairs**

The sight of Military Sealift Command's signature yellow, blue, grey and black ship stack stripes showed that MSC was on station and ready, as international attention focused on Hawaii for the world's largest international maritime exercise.

Five MSC ships supported Rim of the Pacific, or RIMPAC, held June 29 to Aug. 3. These ships provided logistical support to exercise participants, which this year comprised 22 nations, 40 surface ships, six submarines, more than 200 aircraft and 25,000 personnel.

RIMPAC offers a uniquely complex and challenging multinational environment for forces to hone their skills. RIMPAC 2012, the twenty-third since 1971, took place in and around the Hawaiian Islands. Participating forces exercised a wide range of capabilities during the exercise, including disaster relief and maritime security operations, sea control, amphibious operations, explosive ordnance disposal operations and diving and salvage operations.

USNS Henry J. Kaiser (T-AO 187), USNS Yukon (T-AO 202) and USNS Matthew Perry (T-AKE 9) delivered the fuel to power the surface and aviation forces, as well as the groceries that sustained ships' crews during the exercise's underway period. During 27 days, and working over 50,000 square miles of ocean, MSC ships provided 106 underway replenishments. In total, the ships delivered more than 9.8 million gallons of diesel fuel, more than 1.8 million gallons of aviation fuel and nearly 2,000 pallets of food and supplies.

MSC is known for its logistics support to ships at sea, but RIMPAC demonstrated the sheer volume of support of which MSC is capable. To put things into perspective, a duty oiler in the Southern California area of operations, like Yukon, averages

about 145 underway replenishments in a six month period. During RIMPAC, the three MSC ships completed 106 UNREPs over a four-week period of time. For Kaiser, Yukon and Perry, this meant multiple replenishments each day, some taking many hours to complete.

"This is pretty much how it's been," said Capt. Joseph Trogdlin, Kaiser's civil service master, as he observed the sixth UNREP that day from the ship's bridge. "We started at first light and, in some cases, went late into the night. It was the only way to service everyone who needed us."

Making history with biofuel

On July 17 and 18, the world's eyes were on Kaiser as it delivered 900,000 gallons of a 50-50 blend of advanced biofuels and traditional petroleum-based fuel to the USS Nimitz (CVN 68) carrier strike group. The fuel delivery began as the sun broke through an overcast sky, and USS Chung Hoon (DDG 93) pulled alongside Kaiser. "Good morning Henry J. Kaiser" blared from Chung Hoon's public address system, and the first biofuel transfer started after shot line was fired. The biofuel

delivery was part of the Navy's Great Green Fleet demonstration, which allowed the Navy to test, evaluate and demonstrate the cross-platform utility and functionality of advanced biofuels in an operational setting.

"This is just another example of the critical role MSC ships play in supporting significant Navy strategic priorities," said Rear Adm. Mark H. Buzby, commander, MSC.

Kaiser's delivery included 700,000 gallons of hydro-treated renewable diesel fuel, or HRD76, to three ships of the strike group; Chung Hoon, USS Princeton (CG

59) and USS Chaffee (DDG 90). Additionally, Kaiser transferred 200,000 gallons of hydro-treated renewable aviation fuel, or HRJ5, to Nimitz. Both fuels were a 50-50 blend of traditional petroleum-based fuel and biofuel comprised of a mix of waste cooking oil and algae oil.

The biofuel delivery to the Nimitz carrier strike group helped achieve Secre-

"It's not every day the SECNAV gives you a thumbs up for a job well done."

**Capt. Joseph Trogdlin
USNS Henry J. Kaiser civil service master**



U.S. Navy photo by MC3 Andrew M. Jandik



U.S. Navy photo by MC1 Anderson C. Bohjardim



U.S. Navy photo by MC3 Ryan Mayes

Left: A Royal Australian Navy clearance diver boards MSC fleet ocean tug USNS Navajo (T-ATF 169) after a surface supplied dive.

Center: Kaiser provides 200,000 gallons of biofuel during an underway replenishment in preparation for the Great Green Fleet demonstration.

Great Green Fleet

tary of the Navy Ray Mabus's goal of demonstrating a Green Strike Group in local operations by 2012, part of five ambitious energy goals Mabus has established for the Navy and Marine Corps. Mabus witnessed the Great Green Fleet's success from Princeton's deck as it received its biofuel delivery.

"It's not every day the SECNAV gives you a thumbs up for a job well done," Trogdlin laughed as he returned the gesture from his vantage point on Kaiser. "It makes you feel proud to be a part of something historic like this."

Members of Kaiser's crew expressed similar sentiments at being a part of the demonstration.

"I always enjoy RIMPAC," said Yeoman Storekeeper Robert Encarnation, "Sure, the money is good, but getting to do something like the biofuel delivery is interesting because it's different than what we normally do, and because we are a part of something exciting and historic. We get to say we did it first!"

MSC Reservists in RIMPAC

While the CIVMARs demonstrated their expertise, MSC-assigned Navy Reservists made their mark as well, providing manpower to Cargo Afloat Rig Teams aboard Kaiser and Yukon. These teams, or CARTs, can either work independently or integrated with a CIVMAR crew and are trained to be proficient in conducting underway replenishments.

Reservists from Military Sealift Command Pacific and West Coast Expeditionary Port Units 114, 115, 116 and 117 provided maritime logistics planning and shore support to Commander Task Group 173.1 at the Pacific Warfighting Center in Pearl Harbor.

"This was a great experience for us to work with the CIVMARs," said Senior Chief Boatswain's Mate Richard Thorton, CART team leader and officer-in-charge on Kaiser. "All of the Reservists have been to the CART class, but some have never worked on an actual CART underway. Out here, we get to work with the ship's crew and they get to work with us. We get to see how they do things, and we all get to gain experience and learn how to work together. It's win-win for everyone."

Salvor and Navajo

While Kaiser, Yukon and Perry conducted replenishments, other MSC assets were providing their own version of support. Rescue and salvage ship USNS Salvor (T-ARS 52) delivered three inactivated MSC ships, ex-Niagara Falls, ex-Kilauea and ex-Concord, to sites 50 miles offshore to be used as part of a sinking exercise or SINKEX. The Navy and participating allies and partners gained proficiency in tactics, targeting and live firing against surface targets during the exercises.

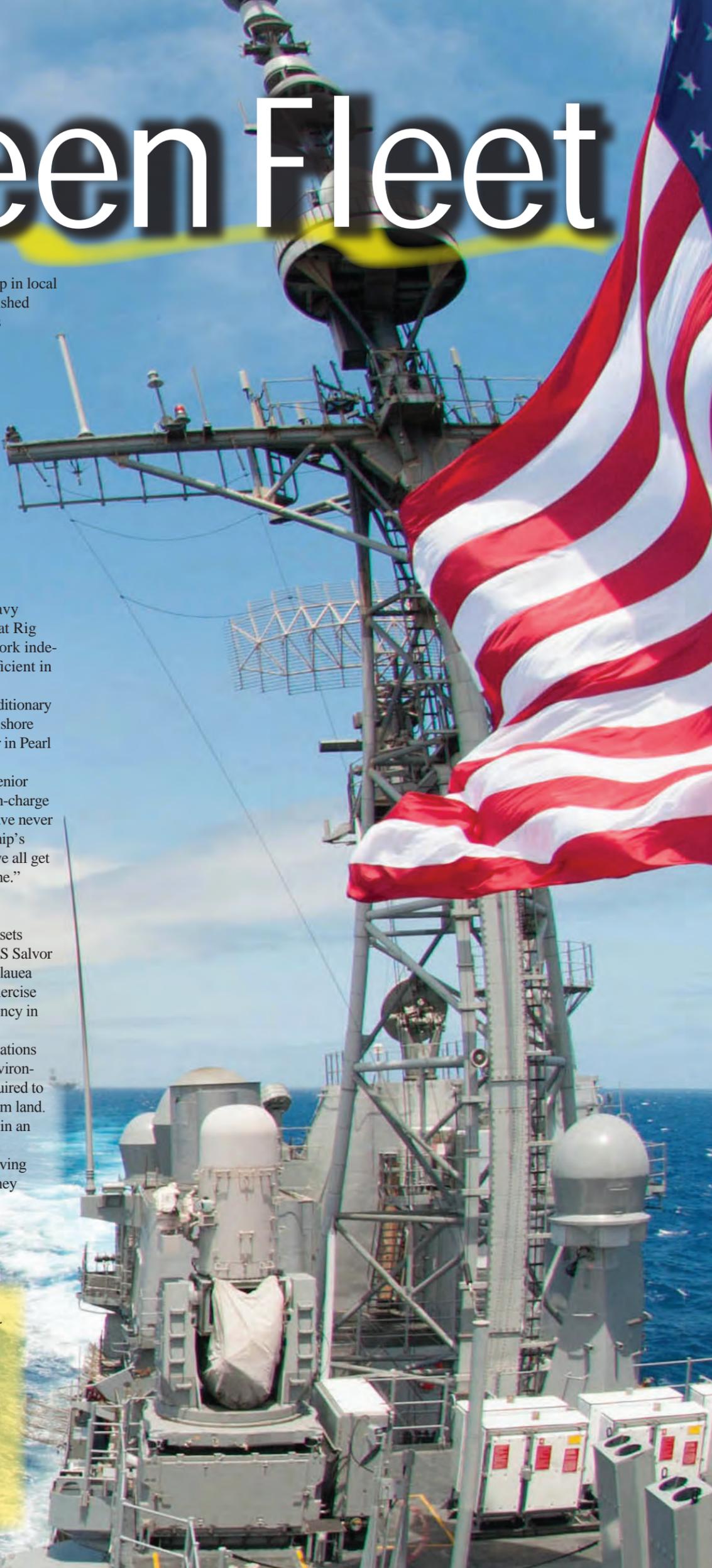
The ships used in SINKEXs are prepared in strict compliance with regulations prescribed and enforced by the Environmental Protection Agency. Strict environmental compliance is observed during all SINKEXs. Each SINKEX is required to sink the hulk in at least 6,000 feet of water and at least 50 nautical miles from land. Surveys are conducted to ensure that humans and marine mammals are not in an area where they could be harmed during the event.

USNS Navajo (T-ATF 169) also participated in RIMPAC, serving as a diving platform for salvage divers from Mobile Diving and Salvage Unit One as they trained near Pearl Harbor.

Cover: Sailors assigned to Cargo Afloat Rig Team 1 and civil service mariners aboard USNS Henry J. Kaiser (T-AO 187) prepare to transfer a 50-50 blend of advanced biofuel and traditional petroleum fuel to USS Princeton (CG 59).

This page, background: Princeton (right) pulls alongside Kaiser to refuel at sea during the Great Green Fleet demonstration at RIMPAC.

Opposite page, far left: Chief of Naval Operations Adm. Jonathan Greenert, left, Secretary of the Navy Ray Mabus, center, and Adm. Cecil Haney, commander, U.S. Pacific Fleet, observe Kaiser refueling Princeton.



Ex-USNS Concord is targeted by Royal Canadian Navy submarine HMCS Victoria during a sinking exercise near the Pacific Missile Range Facility Barking Sands, Kauai, Hawaii.

Join the MSC conversation ...



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[Twitter.com/MSCSealift](https://twitter.com/MSCSealift)
[MSCSealift.dodlive.mil](https://www.mscsealift.dodlive.mil)

MSC launches Twitter, blog

We're pleased to announce the launch of MSC's first Twitter account and blog! These social media tools will join our existing Facebook page in sharing and promoting MSC news and information worldwide.

We're excited to share our stories with you in these new ways, and we can't wait to hear your thoughts, too. Our social media success relies on discussion, and we encourage your participation in the MSC conversation. Your thoughts and stories are vital, so please do your part:

"Like" us on Facebook, follow us on Twitter and subscribe to our SEALIFT blog. And please, share this with your colleagues, family and friends. We are MSC, and we're full-speed ahead for SEALIFT, Facebook and Twitter. Join the conversation!

COMPASS • HEADING

The command published a list of five civil service mariners eligible for promotion in July, including chief engineer, electrician and engine utility positions in the engine department and second cook and cook/baker positions in the supply department. Congratulations to those advancing their careers.

Chief Engineer Andrew Goan relieved **Chief Engineer James Sullivan** as port chief engineer east. Goan, an MSC employee for 22 years, sailed as a chief engineer during the last six years. The position of port chief engineer east, along with a companion west coast position and east and west port captain positions, are rotational and provide a civil service mariner voice in the staff

decision-making process.

As of July 17, all but 50 of the 5,885 MSC civil service mariners entitled to the Global War on Terrorism Civil Service Medal have received them.

If you are a CIVMAR requesting training, use the request form at www.msc.navy.mil/civmar/training.htm. You must receive approval from your department head (if assigned to a ship) or from your marine placement specialist and email the completed form to MSFSC_CIVMAR_TRNG@navy.mil. Make sure you are not assigned to a ship for the dates you are requesting training and, if requesting upgrade/professional development, ensure that all requirements are current.

PACIFIC • BRIEFS

Military Sealift Command fleet replenishment oiler USNS Yukon (T-AO 202) completed repairs to its life boat davits and returned to service July 5. The davits were damaged during a collision at sea with the USS Essex (LHD 2) May 16 off the coast of Southern California. Upon completion of the repairs, Yukon transited to the Hawaiian operations area as one of the five MSC ships supporting the underway portion of the 2012 Rim of the Pacific international maritime exercise throughout July.

Phil Patton, MSCPAC force protection officer, conducted a force protection assist visit aboard SS Cape Mohican (T-AKR 5065) July 5-6. Force protection assist visits are mandated by the MSC anti-terrorism program instruction to ensure ships in the Maritime Administration's reduced operating status meet the requirements if those ships reach full operating status under MSC control. Patton also conducted a force protection spot check aboard MT Empire State (T-AOT 5193) in late July.

The MSCPAC logistics department,

led by **Cmdr. Louis Costa**, coordinated and monitored the July 11 load out of 220 pallets of supplies and provisions to USNS Rainier (T-AOE 7) at Naval Air Station North Island for an at-sea transfer to USS John C. Stennis (CVN 74) during the carrier's inter-deployment readiness sustainment exercise.

USNS Sioux (T-ATF 171) began towing decommissioned submarine ex-Philadelphia (SSN 690) after taking over for USNS Apache (T-ATF 172) on the Pacific side of the Panama Canal July 23. Sioux, along with escort USS Ford (FFG 54), is scheduled to deliver the submarine to the Pacific Northwest area.

Seven student apprentices from the Regional Occupation Program Maritime Academy at Mar Vista High School in Imperial Beach, Calif., completed a month-long summer internship aboard USNS Rainier (T-AOE 7). The students experienced shipboard life by working in the engineering and deck departments, participating in daily operations and living aboard the ship. MSC has supported the Mar Vista internship program since 2002.

Within the reimbursable upgrade program, CIVMARs can be reimbursed for training leading to a U.S. Coast Guard license or endorsement. See www.msc.navy.mil/civmar/training/upgrade.htm for details. Under the reimbursable upgrade program leave can be granted for training, usually not beyond six months, and pending the fleet's needs. Cross-rate training can be requested, but training quotas are limited; those requiring training are given priority. Also, the unlicensed-to-licensed program is no longer available.

Fair winds and following seas to **Deck Engineer Machinist George Gilson Jr.**, **Boatswain Richard Graves**, **Able Seaman Ronnie Guffey**, **2nd Radio Electronics Technician Gregory Hawkins**, **Assistant Cook Joseph Racoma**, **Able Seaman Jaime Ramos**, **Purser Carla Rush**, **Ship's Communication Officer Arnold Smith** and **Able Seaman Barry Weber** as they retire.

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

CENTRAL • CURRENTS

Military Sealift Command ships operating in the U.S. 5th Fleet area of responsibility maintained a high operational tempo in July. Combat Logistics Force ships in this region conducted 97 underway replenishments, including 53 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.

USNS Guadalupe (T-AO 200) and USNS Charles Drew (T-AKE 10) departed the U.S. 5th Fleet area of responsibility via the Suez Canal July 16 with the USS Abraham Lincoln Carrier Strike Group, completing a successful deployment.

Since reporting to U.S. 5th Fleet in January, both Guadalupe and Drew have provided outstanding support to warfighters involved in Operation Enduring Freedom in the Gulf of Oman and counter-piracy operations off the Horn of Africa.

The command bids fair winds and following seas to Navy **Cmdr. Trey Criner**, Navy **Lt. Cmdr. Charles Detwiler**, **Petty Officer 1st Class Eduardo Herrera** and **Petty Officers 2nd class Michael Poole** and **Richard Benton**. The command welcomes Navy **Lt. Cdr. Frank Miller** and **Kevin Crosby**, Navy **Lt. Miguel Cantu**, **Chief Petty Officer Michael Ferrara** and **Petty Officer 2nd Class Melissa Polanco**.



U.S. Navy photo by MC3 Tony Bloom
USS Dwight D. Eisenhower (CVN 69) approaches MSC dry cargo/ammunition ship USNS Carl Brashear (T-AKE 7) for an underway replenishment August 1 in the U.S. 5th Fleet area of responsibility.

ATLANTIC • LINES

William O'Neal, marine transportation specialist at MSCLANT's Jacksonville, Fla., office, reports that the Jacksonville team hosted four MSC vessels in July. USNS Lawrence H. Gianella (T-AOT 1125) discharged more than 234,000 barrels of fuel commencing July 13, and USNS Maj. Stephen W. Pless (T-AK 3007) offloaded a total of 1,255 pieces of cargo July 18-25. MV Houston and USNS Lewis

and Clark (T-AKE 1) also called upon Jacksonville during July.

Operation Continuing Promise 2011 was awarded a Thompson-Ravitz Award for Navy Public Affairs Excellence. Supported by USNS Comfort (T-AH 20), Continuing Promise 2011 was a five-month mission providing humanitarian and civic assistance to nine countries in Central and South America and the Caribbean Sea.



U.S. Navy photo by MC3 Christopher Johnson

MSC fleet replenishment oiler USNS Guadalupe (T-AO 200) refuels USS Cape St. George (CG 71), operating as part of Carrier Strike Group 9 in the Atlantic Ocean.

EUROPE/AFRICA • NEWS

Military Sealift Command's Combat Logistics Force underwent a month of change in the Mediterranean with the turnover of the U.S. 6th Fleet oiler and the transit of two carrier strike groups in July. This turnover resulted in the overlapping presence of six Military Sealift Command CLF ships. USNS John Lenthall (T-AO 189) arrived in the area of responsibility July 16 and conducted turnover with outgoing USNS Kanawha (T-AO 196), which outchopped July 17 to Commander Task Force 20 after completing an outstanding deployment. Kanawha's departure concluded an eight-month deployment that began in December 2011. In all, the civil service mariner crew and military detachment conducted 87 replenishment events and delivered nearly 12.5 million gallons of marine and aviation fuel, 1,602 pallets of cargo, food, parts and 109 passenger transfers, servicing 33 ships.

Arriving in the Mediterranean July 16, USNS Charles Drew (T-AKE 10) and USNS Guadalupe (T-AO 200) were transiting with the Abraham Lincoln Carrier Strike Group, while USNS Robert E. Peary (T-AKE 5) and USNS Big Horn (T-AO 198) arrived June 26 as part of the USS Dwight D. Eisenhower Carrier Strike Group. The CLF ships conducted 27 replenishment-at-sea events to U.S. 6th Fleet and transiting Navy ships.

HSV Swift (HSV 2) conducted three port visits in Africa to conclude its work in Africa Partnership Station (APS) East. The crew and its embarked military detachment trained with partner militaries in port security and basic infantry skills in Dar Es

Salaam, Tanzania, June 23 to July 5; in Mombasa, Kenya, July 6-8; and Djibouti July 10-12. Navy **Capt. Richard Soucie**, commander, MSCEURAF, embarked Swift July 5-11, addressing Kenyan navy graduates of the APS training courses.

After a Suez Canal transit, Swift visited Naples, Italy, for a July 20-24 port visit. While in port, the ship conducted mission briefings and ship familiarization tours for more than 100 U.S. 6th Fleet and NATO personnel. Swift personnel also conducted an APS after-action meeting and a military detachment turnover. From there, Swift headed back to Rota, Spain, for a port visit to load fuel, equipment, personnel and cargo in preparation for the next phase of APS 2012.

MSCEURAF bids farewell to Navy **Cmdr. Mark Hegarty**, operations officer, who transferred to MSC headquarters, where he reported as the N31 operations officer. Hegarty's contributions to the command over the past five years, serving first as chief staff officer and then as operations officer, were instrumental to its success as the U.S. 6th Fleet's logistics support provider.

MSCEURAF welcomes Navy **Lt. Cmdr. Juan Gutierrez** as the new operations officer and Navy **Lt. Megan Hohnemann**, assigned as the special mission and joint high-speed vessel officer. MSCEURAF headquarters reserve unit member Navy **Lt. Cmdr. Pete King** was aboard July 8 to Aug. 4 to assist during the turnover of the operations officer position. Bravo Zulu goes to **Yeoman 1st Class Felicia Cretchen** for selection to chief petty officer.

HQ • HIGHLIGHTS

MSC headquarters welcomes Navy **Lt. j.g. Christopher Malta**, operations; Navy **Lt. Cmdr. Motale Efimba**, maritime forces, manpower and management; Navy **Cmdr. Mark Hegarty**, operations; Navy **Lt. Cmdr. Matthew Thompson**, flag secretary; **John Acker**, maritime forces, manpower and management; and **Kameo Cofie**, engineering.

MSC headquarters bids farewell to Navy **Capt. Christopher Kiley**, Combat Logistics Force; Navy **Capt.**

Mark Stiles and **Cmdr. Forrest Browne**, contracts and business management; and Navy **Capt. Stephen Carmichael**, inspector general, as they retire.

The command also bids fair winds and following seas to Navy **Lt. Cmdr. Joseph Matison**, former flag secretary, **William Zeller III**, Sealift Program; and **Andrew Lefebvre**, Navy **Cmdr. Vincent Perry** and Navy **Lt. Cmdr. Robert Lewis**, maritime forces, manpower and management.

FAR EAST • HAILS

Military Sealift Command Far East commander Navy **Capt. Jim Hruska** presented SSU Guam mechanical engineer **Ted Cook** with a Secretary of the Navy certificate of service award during a July 31 ceremony at Ship Support Unit Guam. The award marked Cook's 40 years of service with MSC.

Hruska also presented MSC SSU Guam physician's assistant **Walt Woodruff** with a letter of appreciation from MSC commander Navy **Rear Adm. Mark H. Buzby** for exceptional health care services provided to an MSC civil service mariner who was medically evacuated to the continental U.S. in March. Woodruff went as far as to accompany the mariner on his flight home. "Your efforts personified my

command philosophy of taking care of our shipmates," said Buzby.

SSU Guam commanding officer Navy **Cmdr. Brian Peterson** administered the oath of office to Angelica Barrett, daughter of SSU Guam assistant operations officer Navy **Operations Specialist Chief David Barrett**, as she enlisted in the U.S.

Navy during a ceremony held at SSU Guam July 31.

Navy **Capt. Richard Rainer**, commander, Maritime Prepositioning Ship Squadron Three, served as the keynote speaker at Saipan's commemoration of its liberation from Japanese forces during World War II. Commonwealth of Northern Marianas Island Gov. Benigno R. Fital also attended.

Rainer, along with MPS Three squadron staff members, also participated in Saipan's annual Ridge to Reef program with U.S. National Park Service rangers from Saipan's American Memorial Park. The program strives to create awareness among Saipan's youth of the island's fragile marine environment. MPS Squadron Three staff members provided safety guidance as 25 middle school students took to the waters to snorkel and observe coral reefs

and marine life.

MPS Squadron Three bids fair winds and following seas to its chief staff officer Navy **Lt. Cmdr. Jeff Seigler** as he departs for Navy Personnel Command in Millington, Tenn. Seigler's relief, Navy **Lt. Cmdr. Lester Person** reported to the squadron from Doral, Fla.-based U.S. Southern Command.



Ted Cook (left)



U.S. Navy photo by MC2 Jeremy Starr

Submarine tender USS Frank Cable (AS 40) sails into Guam July 30 after completing a six-month maintenance and overhaul period in Portland, Ore.

USNS Grapple: A platform for recovery

During July 2012, a recovery team comprised of civilian mariners aboard USNS Grapple (T-ARS 53), divers from Mobile Diving and Salvage Unit Two and Joint POW/MIA Accounting Command specialists conducted a joint recovery operation at an underwater site in Canada. During the month long operation, team members searched the coast for five Americans lost when a PB5A aircraft crashed in November 1942 in the Mingan Channel off Longue-Pointe-Mingan, Quebec.

The downed aircraft, crew and passengers were assigned to the Army Transport Command, North Atlantic Division during World War II. It operated from land and sea and was used to transport troops and equipment to the airfield in Quebec, where it was attempt-

ing to take-off during bad weather when it crashed.

The site was initially discovered in May 2009 during a Parks Canada Underwater Archaeology Service survey. In August 2009, JPAC deployed an investigation team to the site, positively correlating the wreckage to a known U.S. aircraft crash site and unresolved World War II losses.

In the following blog excerpt, Captain Jose Delfaus, master of USNS Grapple and a civil service mariner with MSC since 2000, reflects on his experience during this JPAC mission.

I have been involved in a variety of missions during my career with MSC, but this is my first JPAC mission - it's a great learning opportunity to prepare for future missions of a similar nature aboard our Rescue and Salvage ships. It's unique because of the environmental sensitivities of the community, and because family members are involved. The local community is very connected to the wreck site and the feelings of pride and preservation run deep. We had the opportunity to spend time ashore during a community event over the weekend - it's a small and remote coastal town and some of the locals were here when the plane went down. They are looking for closure, and so are the family members of the pilots and crew.

I have enjoyed a long career with MSC, specifically aboard the Rescue and Salvage Ships, and missions like JPAC underscore the value and capability our command provides for national defense. It's an



USNS Grasp (T-ARS 53) sits off the shore of Longue-Pointe-de-Mingan, Quebec, while supporting Joint POW/MIA Accounting Command late July. Specialists from JPAC and Navy divers searched for five Americans whose plane crashed in November 1942.

opportunity to highlight the ship, and the hard work our CIVMARs are doing to support our Navy and DOD. It's also an opportunity to promote the Navy in a joint mission - we are the flagship vessel of the mission and our ship is the focal point for the local community when they look off the coast. It's an exciting mission for a lot of reasons, and it's important for the family members of the pilots and crew who are looking for closure more than anything else.

USNS Grapple is a Rescue and Salvage vessel, designed explicitly for missions like this one. We bring the platform with all the capability - equipment, chambers, supply units, etc. - and we operate the vessel in remote regions of the world so the divers can execute their mission without additional support. These ships are built to support divers working in remote regions - allowing them to accomplish a mission or execute an operation in a timely, efficient manner, and without outside assistance. For that reason, USNS Grapple is uniquely designed to support the JPAC mission

here in the Mingan Channel, off Longue-Pointe-de-Mingan in Quebec Province.

This particular mission is important to MSC because it demonstrates the unique capabilities that MSC ships provide our Navy and it showcases the wide-range of support we provide to larger DOD missions. It's a positive example of our Navy working alongside partner nations, such as Canada. And most importantly, it's an example of our civilian mariners working alongside our Navy Sailors to support our nation's interests.

As the ship's master, my role is to make sure the ship is operated in a safe manner and that all personnel and equipment onboard are safe. Along with the mission leader, and the leader of the diving unit, our top priority is to ensure the mission is safely conducted and successfully executed. We are one team, one fight and together, we deliver.

For more information, and to read the original JPAC press release: http://www.jpac.pacom.mil/index.php?page=press_center&size=100&ind=0&fldr=PressReleases2012&file=PR2012-12-18.



Navy Divers from Mobile Diving and Salvage Unit Two use USNS Grasp as a platform for diving during a mission to search for Americans missing since 1942.

Grasp hosts divers for Black Sea exercise

By Kim E. Dixon
MSCEURAF Public Affairs

U.S. Navy ships, joined in many cases by Military Sealift Command ships, conduct exercises with partner nations in the U.S. 6th Fleet area of operations to improve maritime safety, security and stability. These goals are achieved through training scenarios both at sea and in port, with U.S. and international partners joining together to enhance working relationships. MSC's ships often participate in unique ways, using the talents and skills of the civil service mariner crew members and embarked military detachments.

USNS Grasp (T-ARS 51) recently highlighted cooperation of this kind by taking part in Exercise Sea Breeze 2012, an annual international maritime exercise led by Ukraine. This year's exercise involved 18 participant and observer nations working July 9-20 in the Black Sea. Grasp's other U.S. Navy counterparts - USS Jason Dunham (DDG 109) and a P-3C detachment from Patrol Squadron 9 from Honolulu - conducted at-sea training. Grasp, meanwhile, worked with Ukrainian navy divers closer to shore, clearing Odessa, Ukraine, of two sunken barges that were hazards to navigation.

During its annual deployments, Grasp's CIVMARs work hand in hand with embarked divers from Mobile Diving and Salvage Unit 2, a seamless team accomplishing missions and exercises like Sea Breeze. Grasp's CIVMARs tell the story of clearing the Odessa port:

Marlon Andries, Boatswain

The mission was daunting from our first arrival. When we arrived in Odessa, it was evident that the partially submerged barges were blocking part of the inner harbor, making it difficult for even small boats to safely moor and get underway in the area. It was an achievement for us to maneuver into position so that we might even begin the salvage mission. With only about half of a floating barge (the same type we were to salvage) to tie up to, we knew it would be tough to get a stable moor to begin work. It was through the teamwork of the deck department, the accurate appraisal by MDSU-2 divers, and the Grasp's leadership that this dangerous feat was accomplished.

Mathew Hoag, Third Officer

The successful salvage of two sunken barges in the Odessa naval basin was realized only through the sheer hard work and determination of MDSU 2, (Company 2-3), Ukrainian navy divers, and the crew of Grasp. This immensely successful operation

required the full use of multiple salvage tactics, technical expertise and sheer grit to accomplish. I think the success in this evolution highlighted the resolve of the American Sailor to complete the mission.

Randy Stambaugh, Able Seaman

I think that the full significance of this project is only beginning to be appreciated by the local mariners who use this part of the harbor. Even within half an hour of the removal of the final barge, a variety of patrol boats and civilian craft began tying up to the newly accessible pier areas. I think this is a long lasting demonstration that many in Odessa will appreciate going forward as an example of partnership.



Sailors and Ukrainian service members work to extract a submerged barge from water at the Ukrainian Western Naval Base during Exercise Sea Breeze.