

# SEALIFT

Our U.S. Navy's Military Sealift Command

## SUSTAINING

**5th Fleet**

**warfighters**

**MISC  
IN**

# CENTRAL COMMAND

INSIDE the August 2013 Issue — Final offload for Flint • USNS Seay to the rescue

# Thoughts for summertime safety

The following column written by Rear Adm. T.K. Shannon, commander, Military Sealift Command, originally appeared in MSC's official Sealift blog, <http://mscsealift.dodlive.mil>.

Safe operating procedures and a safety mind set are critical to our healthy and capable workforce. Shannon reminds us that our safety policy is, and should be, part of who we are and how we operate as a command, both at work and at play. We are in the Atlantic hurricane season, and July 4th marks one of the heaviest summer fun times of the year for most people in MSC. Whether afloat or at the beach on vacation, storm and summer safety go hand-in-hand.

Kevin Kohlmann in Engineering at headquarters is our MSC safety guy. Capt. Bill Wiggins is our civil service mariner advisor. Together, we are working on our MSC safety policy, something that every commander must publish within 90 days of taking command.

We didn't want a "usual, run-of-the-mill safety policy," so we put our heads together, sought advice from experts, and developed the basics that we all need to know and take to heart this summer and all year long.

### Work safety – afloat and ashore

What we do is inherently dangerous. Heavy machinery, large ships, poten-



Navy Rear Adm. T.K. Shannon, commander, Military Sealift Command, presents a plaque to Kristin Reale, logistics, during a morning ceremony July 11 recognizing recipients of the Admiral Stan Arthur Awards. (U.S. Navy photo by Barry Lake)

tially uncertain seas and the unimaginable power of hurricanes leave no room for error for our shipmates afloat. Ashore, we face the dangers of commuting (especially in places like Washington, D.C.; Singapore, Guam, Naples, Norfolk and San Diego) and the little things we forget about, such as lifting heavy boxes, negotiating stairwells and using chairs as stepstools.

We must reduce the dangers we face every day by recognizing hazards and managing the risks associated with

those hazards. More than common sense, risk management helps us anticipate trouble, identify potential hazards, evaluate possible ways to mitigate those hazards and establish a means of controlling hazardous situations.

With the advent of hurricane season, weather sorties and secure moorings move to the top of our safety lists afloat. Ashore, heavy weather driving hazards arise. We have established rules and procedures, good ones, in our Safety and Quality Management

Systems. Whether afloat or ashore, our people have access to the knowledge they need to deal with most situations. All we need to do is apply that knowledge, and that requires a safety mind set. We all must know and follow our safety and operational procedures. We need to make sure our safety devices and protective equipment are up-to-date and available, and that we use them when exposed to hazardous work or dangerous operations.

### Home safety

At home, with our kids involved in summer activities and family vacations taking place, we should remember those same risk management principles when it comes to beach and water activities, hiking, biking or just playing in the yard. A cast on a broken arm or leg can really put a damper on summer fun.

Driving long distance brings its own set of hazards. We can set ourselves up to succeed by getting plenty of rest prior to the drive and taking frequent driving breaks. Arriving an hour or two late is much better than not arriving at all.

Our MSC family needs all its members, and we need them happy and healthy, so please make room in your life for safety, every day.

Thanks for your service,

T.K. Shannon  
Rear Admiral, U.S. Navy  
Commander, Military Sealift Command

## MLP 1 - Ready for service

The following column written by Rear Adm. T.K. Shannon originally appeared in MSC's official Sealift blog, <http://mscsealift.dodlive.mil>. Our Navy accepted delivery of its first-ever mobile landing platform, USNS Montford Point (MLP 1), from General Dynamics-NASSCO May 14. The June shakedown was successful, and once fitting out activities are finished at the shipyard, this ship will be berthed in Washington State. Shannon explains some of the unique capabilities of this prepositioning ship class and its afloat-forward-staging-base variant.

Operating new ships that support our Navy and warfighters around the world is one of the best aspects about being a commander. USNS Montford Point (MLP 1) is no exception. MSC took ownership on May 14. Our June shakedown cruise was successful, and we're shifting Montford Point's berth to Naval Station Everett in Washington State.

The next major step is installing the mission core capabilities equipment and systems. This fall, workers from Vigor Marine will install a 25,000

square foot raised vehicle deck, a vehicle transfer ramp, and three Landing Craft, Air Cushioned docking lanes and service connections for fuel, water and air on the large mission deck of Montford Point.

In 2014, Montford Point begins an intensive mission work-up for Operational Test and Evaluation. At the conclusion of this introduction period, Montford Point achieves initial operating capability and deploys to MPS Squadron Two in early fiscal year 2015.

Ocean Ships, Inc. operates Montford Point for our Navy, with officers and unlicensed U.S. Merchant Marine personnel affiliated with American Maritime Officers Union and Seafarer's International Union. The ship provides a highly flexible platform for logistics movements from sea to shore for a wide range of military operations. The reconfigurable vehicle deck can be removed to allow Montford Point to leverage float-on/float-off technology to transport military craft and ships.

As a U.S. Pacific Command asset, Montford Point will be available to support operations in that part of the

world - a critical asset as we rebalance toward the Pacific.

Montford Point also serves as a floating dock/pier at sea when shoreside facilities are not capable, or not available, supporting transfer of equipment and cargo at sea in up to four-foot waves. We'll undoubtedly find other new uses for this new vessel as operational strategies evolve and other organizations recognize the capabilities of this unique and capable platform.

Montford Point and its sister ship, USNS John Glenn (MLP 2), which is expected to deliver to our Navy in March 2014, are the mobile landing platform variations of the three ships under contract. The third MLP, USNS Lewis Puller, is an Afloat Forward Staging Base variant.

As I mentioned earlier, operating new ships for our Navy is one of the truly exciting aspects of this job. Talking about it makes me want to get some deck plates and blue water under my feet. Two months at the helm of MSC now, and I couldn't be prouder of our team. It is an honor to serve alongside you!

## MSC's new public website

The following column written by Rear Adm. T.K. Shannon originally appeared in MSC's official Sealift blog, <http://mscsealift.dodlive.mil>. Two months into the job now and I'm still amazed at how much there is to learn about our organization. As part of that effort, I've asked our outstanding public affairs team to

proceed with a new website, designed to provide information to the general public and media about our command: who we are, what we do, and why our Navy needs MSC.

This website replaces an outdated version and is available at [www.msc.navy.mil](http://www.msc.navy.mil). Information that was previously available on

the old site pertaining to our internal workforce can still be found on the portal and our new CIVMAR site (both password enabled): [CIVMAR.sealiftcommand.com](http://CIVMAR.sealiftcommand.com)

Please visit our new website and share your feedback with our public affairs team.

Thank you!

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# USNS Flint off-loads final cargo

After more than four decades of active Navy service, USNS Flint (T-AE 32) completed operational duties in the U.S. 5th Fleet area of responsibility June 30. Flint moved most of its cargo to USNS Alan Shepard (T-AKE 3) in more than 4,000 lifts and just under eight days to complete, with 36 uniformed Cargo Afloat Rig Team members supplementing both civil service mariner crews. Shepard – one of the Navy’s largest and most capable Combat Logistics Force ships – now fills Flint’s role in the region.

Flint is the last Kilauea Class ammunition ship operated by our Navy. Military Sealift Command refitted the ship for operation by a civil service mariner crew when Flint transferred in August 1995. Since then, Flint has ably performed its mission of keeping Navy combatant ships at sea supplied and operating forward. The following story, originally published in MSC’s Sealift blog, shares the thoughts of Capt. Mike Leahy, Flint’s civil service master, and Capt. Mike Del Acqua, Shepard’s civil service master, on the cargo transfer:

**Capt. Mike Leahy, USNS Flint:** Both crews worked extremely hard in the Persian Gulf heat at the height of summer, including 12- to 15-hour days during the evolution. On deck, temperatures climbed into the 120 degree temperature range by 10 a.m. This allowed for little relief during meals or water breaks.

Twenty-six CART members subsidized Flint’s crew, and 10 members augmented Alan Shepard. They greatly assisted in nearly all

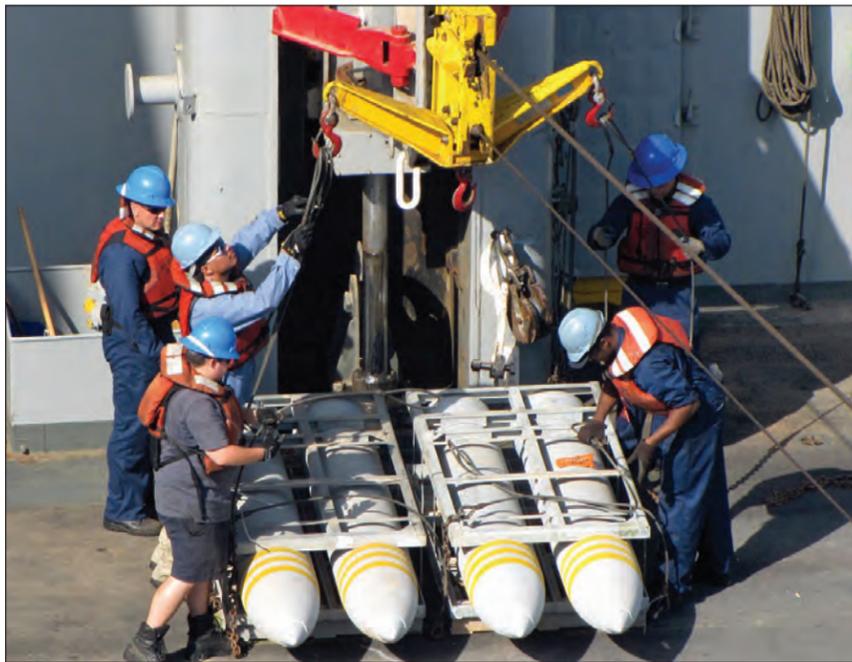
jobs prior, during and after completion of the cross-deck. They assisted with breakouts, pre-slinging loads and cleaning magazines and holds. Some of the jobs they performed during the cross-deck included roles as slingers, fork truck drivers and winch watches. Some even received on-site training as winch drivers, safety observers and being the boatswain mate on station.

It was an honor to be a part of the final major ordnance event on USNS Flint. Flint is the last active T-AE 26 class vessel. With her operational duties coming to an end, this ends an era of the ammo ships. Many personnel in MSC have not only Flint, but others like the Kilauea, Shasta and Kiska to look back on with fondness. It will be a sad day in MSC when Flint rings up ‘Finished With Engines’ that final time.

**Capt. Mike Del Acqua, USNS Alan Shepard:** Both crews did an outstanding job completing a safe and efficient cross-deck in extremely high temperatures. Events were planned and coordinated to utilize each ship’s strengths and expedite transfers while alongside.

Alan Shepard’s underway replenishment teams integrated with CART personnel on deck as well as in the cargo holds. We conducted hands-on ordnance training for many first-time personnel. The CART team was very eager to learn and extremely willing to participate.

It’s always sad to see the end of an era, yet USNS Flint passed the ball off to us proudly and profes-



USNS Flint (T-AE 32), above, off-loads its cargo to USNS Alan Shepard (T-AKE 3) during a nearly eight-day evolution in the U.S. 5th Fleet area of operations. Shepard now fills Flint’s role in the region. (U.S. Navy photo by Thomas Epps)

sionally without a hitch.

Capt. Leahy and the crew of USNS Flint, thank you for your support and can-do attitude in completing a

safe cross-deck evolution.

USNS Alan Shepard is standing by to support upcoming events and follow-on assignments.

## Corpsman trains with East Timor maritime police

By Ed Baxter, MSC Far East Public Affairs

A U.S. Navy Sailor assigned to Military Sealift Command Far East deployed to East Timor June 15-20, training local maritime police forces in basic shipboard first aid.

Hospital Corpsman Chief Akira Radke, a fleet medical liaison representative assigned to Ship Support Unit Singapore, taught students from the Policia Na-

cional de Timor Leste Maritime Police Unit in medical response scenarios.

The training was the first-of-its kind for 33 recent graduates from East Timor’s maritime law enforcement academy. Radke provided two days of classroom work before overseeing hands-on demonstrations with students treating simulated wounds.

“The students were enthusiastic and eager to learn,” Radke said. “Gaining a better understanding

of medical procedures aboard ship will enhance their abilities to perform their mission.”

Radke’s training supports a U.S. Department of State-funded security cooperation project designed to improve East Timor’s security posture. East Timor, or known in its local tongue as Timor-Leste, has been under a United Nations peacekeeping force since 2006.

The program is facilitated in the country by Singapore-based

Naval Criminal Investigative Service—training the MPU in small boat operations, boarding techniques and other security procedures. NCIS worked with U.S. Navy Seabees who constructed a pier for the Maritime Police Unit in the capital city of Dili.

Radke provided training in treating gunshot wounds, broken bones, burns, smoke inhalation and injuries sustained by electrocution. Training also included procedures in CPR and best methods to transport injured patients while deployed aboard ship.

“This medical training provides valuable experience which adds to the professionalism of the East Timor Maritime Police,” said Len Barak, an NCIS special agent working alongside East Timor security forces.

East Timor’s MPU is responsible for coastal security, protection of the maritime environment, immigration and search and rescue operations.

SSU Singapore provides engineering, financial management, medical, logistics and information technology and computer systems support to MSCFE personnel and government-owned and operated ships.



Personnel from East Timor’s Maritime Police Unit apply a splint to a colleague who is simulating a broken arm during a drill in the capital city of Dili. The hands-on training is part of a three-day shipboard first aid course facilitated by Hospital Corpsman Chief Akira Radke, assigned to MSC Far East Ship Support Unit Singapore. (U.S. Navy photo by Len Barak)

# Who ya gonna

**Find out . . . start reading here**

**Our Naval forces of U.S. 5th Fleet** operate day in and day out to support missions like Operation Enduring Freedom, maritime security operations and cooperation exercises with our partners in the region. None of these exercises, operations or daily tasks would be possible without a well-coordinated sustainment plan and associated infrastructure. Military Sealift Command provides that sustainment by working with U.S. 5th Fleet's other task forces and Combined Maritime Forces members to meet supply and logistics demands of ships across the region. These three commands fulfill different aspects of the overarching sustainment mission, and work together to get our forces what they need. The following stories appeared on MSC's official Sealift blog as part of a series focused on MSC support to 5th Fleet. These and additional stories available at <http://mscsealift.dodlive.mil> are written by Lt. j.g. Paul Williams, a Navy reservist who visited Central Command in May 2013.

## 1. Forward logistics

**W**hat do you do if your ship is in urgent need of supplies, repair parts or personnel? We rely on forward logistic sites in the Middle East to address emergent needs as well as routine shipments for 5th Fleet and our regional partners.

During a recent interview, Lt. Cmdr. Kevin Crosby, officer in charge of a port liaison element, highlighted a contingency his team responded to and the importance of forward logistics personnel.

"A U.S. Navy ship had a collision last August and among the damage had lost most of its electrical power, including power to the air conditioning system. The crew arrived in port after performing major damage control work for over 12 hours. They were exhausted. Our team snapped into action and secured berthing for the crew and other essentials to put them back on their feet. The ship stayed at the pier undergoing repairs for approximately six weeks before they were able to return to Norfolk for

further repairs. Seeing our combined team be able to respond and assist the ship and crew during this period was very rewarding."

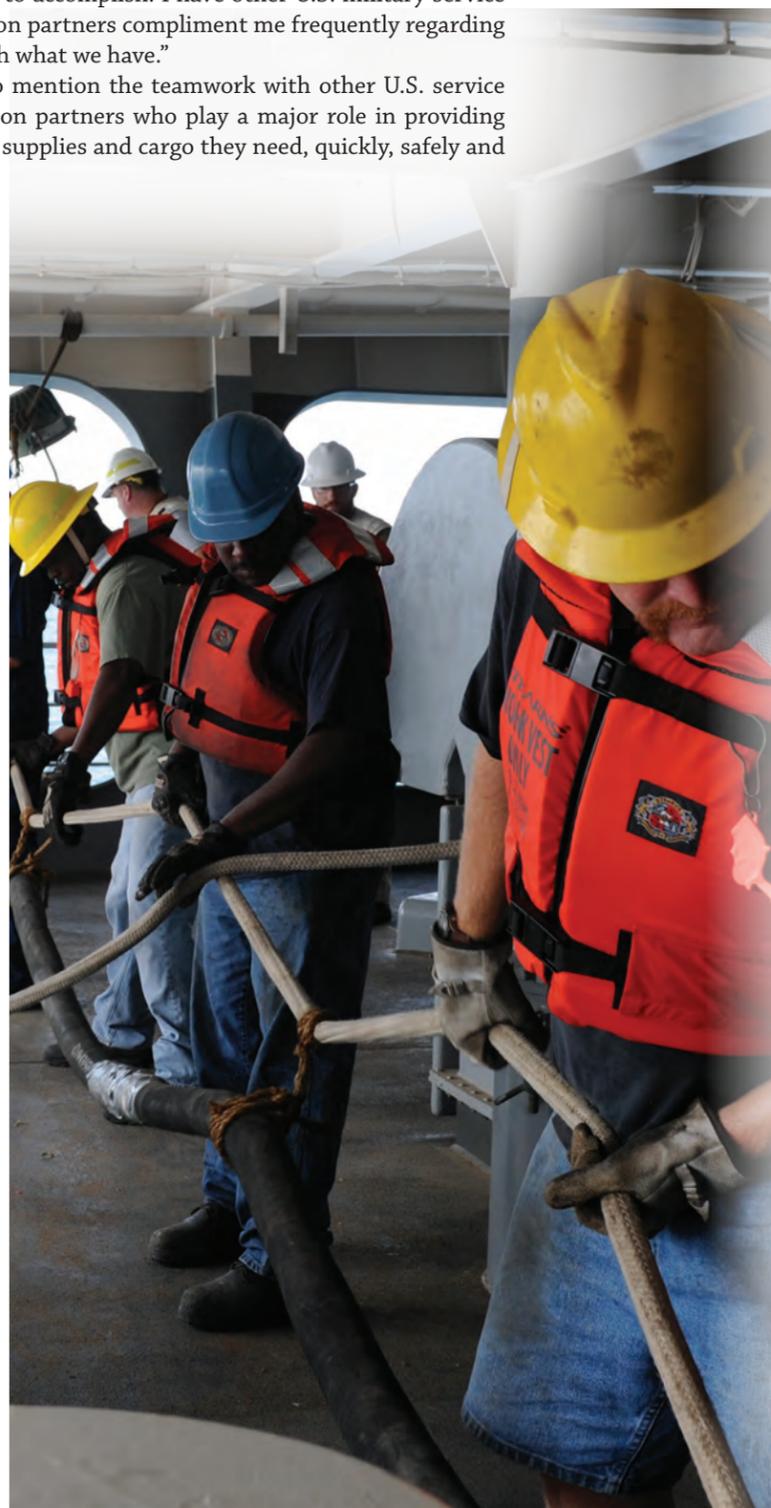
In addition to sea-ports, Logistic Forces, Naval Forces Central Command operates several FLS that provide air cargo and air passenger services. These sites also provide immigration services for passengers traveling through sea or air ports to help streamline the transportation process. They do all this with a small but capable crew.

"We are such a small group here," said Crosby. "It is truly amazing what we are able to accomplish. I have other U.S. military service members and coalition partners compliment me frequently regarding how much we do with what we have."

Crosby went on to mention the teamwork with other U.S. service members and coalition partners who play a major role in providing warfighters with the supplies and cargo they need, quickly, safely and cost effectively.



Lt. Cmdr. Kevin Crosby



# Call?

## 3. Sustained support

MSCCENT operates 11 noncombatant, civilian-crewed U.S. Navy ships that replenish combatant ships, conduct specialized missions and move military cargo and supplies used by deployed U.S. forces and coalition partners. MSCCENT also operates approximately 12 logistics support aircraft to achieve multiple sustainment goals.

"We are a one-stop-shop for supply/logistics and maintenance/repair," said Capt. Glen Leverette Jr., commander, MSCCENT.

Task Force 53 is the planning and logistics arm of the team. With liaison officers at Naval Forces Central Command, they coordinate with MSCCENT to deliver and transport supplies to 5th Fleet units, as well as CMF partners.

Logistic Forces track, schedule and operate the forward staging of equipment and supplies to more quickly support our forward operating forces. From forward logistic sites across the area of responsibility, U.S. and partner nation ships can coordinate the transfer of passengers, cargo and mail through shore-based liaisons.

To get an idea of the scale/complexity of the mission, here is data from Jan.-March 2013:

- Eight logistics ships supported 46 customers, executing 221 underway replenishments
- 8,934 pallets of supplies/maintenance parts were transferred, weighing over 4,100 tons
- 693,327 barrels of fuel transferred
- Approximately 600 flight hours transferring 940 tons of cargo and ferried 1,375 passengers

"We do the unglamorous but important work," said Leverette. "No war has ever been won by a combatant that did not have good supply chains, logistics and the ability to execute repairs. We win when the warfighter wins."

Ship's master Capt. Gerald Hickey

## 2. Q&A with Humphreys' master

Gerald Hickey is a lifelong civil service mariner and one of the few people in the community to have served their entire professional career with our Navy's Military Sealift Command. For nearly 33 years, he has sailed on more than 20 MSC ships in positions ranging from third officer to master. Hickey was promoted to the position of master (captain) in April 2012 and is currently assigned as master of USNS Joshua Humphreys (T-AO 188). Humphreys is a Henry J. Kaiser-class fleet replenishment oiler, specifically built for MSC. In addition to ship and aircraft fuel, Humphreys provides our Navy and other coalition partners with military cargo and supplies.

### What are the biggest challenges you face as master on an MSC ship like USNS Joshua Humphreys?

**Hickey:** The biggest challenge is coordinating and executing underway replenishments. Performing an UNREP is always stressful for the crew providing fuel and/or cargo, as well as the receiving ship. We always have to be prepared for situations that arise. Sometimes we receive requests for unscheduled UNREPs. That is a challenge to meet the emergent need along with the ships with already planned commitments, but we find a way to get it done. It's also an ongoing challenge as master to meet the needs of the entire crew. Before my promotion, my primary responsibility as a first officer was handling deck-related duties and associated personnel. Dealing with the entire crew requires becoming familiar with all issues related to the ship, including addressing all problems as they arise. It also takes time to get to know the crew, their personalities and individual capabilities.

### Based on your experience, what are essential qualities that every CIVMAR should possess?

**Hickey:** It's essential that they have the ability to be away from home for extended periods of time. We are typically at sea for eight months a year and occasionally we have a new crew member who decides that they don't like to be away from home so much. I have been away, save a weekend or day or two here and there, for the past 18 months serving with four ships. It also goes without saying that every crew member needs to understand that this is hard work - which in my experience nearly everyone understands - and that we are about meeting the needs of our mission, which is to ensure our Navy ships get what they need in terms of fuel and cargo.

### What are some of the most significant and impactful changes you have witnessed with MSC since you began your service in 1979?

**Hickey:** The changes and advances in technology have been significant. As an example, at the beginning of my career, we used celestial navigation as our primary method of navigation. Then, as satellite technology began to be implemented on MSC ships along with other electronic navigational tools, celestial navigation became a complementary rather than a primary way for a ship's crew to navigate. There are many ways in total where technology has made our duties and the functions we perform on MSC ships easier and more efficient. There have also been a number of very positive changes that have impacted our MSC employees from a personnel standpoint. These programs and policies have resulted in greater crew continuity, which often translates to better operational efficiency.

### What is the most rewarding part of your service with MSC?

**Hickey:** Being able to serve U.S. Navy ships and warfighters, and help keep them on station doing their very important work. That's our primary mission and we take it very seriously. The entire crew of the Humphreys is very proud to serve 5th Fleet and meet their operational needs.

COVER: An SH-60B Seahawk helicopter carries pallets of supplies from fleet replenishment oiler USNS Joshua Humphreys (T-AO 188) to USS Monterey (CG 61). (U.S. Navy photo by MC3 Billy Ho)

THIS PAGE, CLOCKWISE FROM TOP LEFT: Sailors stand by as USS Monterey approaches Humphreys for a replenishment at sea. (U.S. Navy photo by MC3 Billy Ho)

Fuel hoses from Humphreys approach USS Monterey (CG 61). (U.S. Navy photo by MC3 Billy Ho.)

Humphreys' civil service mariner crew members perform a stern fuel replenishment with U.S. Coast Guard Cutter Chinook (WPB 87308). (U.S. Navy photo by Lt. j.g. Paul Williams.)

USS Stockdale (DDG 106) receives a pallet from Humphreys. (U.S. Navy photo by MC2 David Hooper)

## ATLANTIC • LINES

USNS Robert E. Peary (T-AKE 5) and the Military Sealift Command Atlantic anti-terrorism/force protection team earned the command's 2012 Griff Hume Anti-terrorism Excellence Award.

**Bill O'Neal**, MSCLANT marine transportation specialist at the command's Jacksonville, Fla., office, reported the MSC team supervised the download of USNS Dahl (T-AKR 312) May 29 through June 9. Just prior to the download, the team oversaw a ship-to-ship fuel exchange of more than 2.3 million gallons of fuel from USNS PFC Dwayne T. Williams (T-AK 3009), an operation that saved MSC more than \$1 million in fuel storage costs.

**Tom D'Agostino**, director of ship operations at MSCLANT's Charleston, N.C., office, coordinated the port call for USNS Lawrence H. Gianella (T-AOT 1125) June 15-16. The ship discharged 155,000 barrels of fuel. Gianella's port call also included a major logistical re-supply in conjunction with the offload, coordinated by **Mary Ann Liberto**. The ship's civilian master, **Capt. Robert Mills**, complimented Liberto for well-coordinated security arrangements.

The Charleston team also oversaw the June 18 arrival of USNS Charlton (T-AKR

314) for its scheduled cargo loading June 21 through July 3. The more than 1,600 pieces of U.S. Army prepositioning cargo equaled nearly 274,000 square feet.

While in port, Charlton hosted three tours, the first for a member of U.S. Senator Lindsey Graham's office and a second to personnel from the U.S. Transportation Command and Army Central Command. D'Agostino also coordinated the Army Strategic Logistics Activity's Friends and Family Day hosted by Charlton which included a ship's tour for the 45 attendees as well as a barbecue cookout.

USNS Kanawha (T-AO 196) returned to Norfolk, Va., June 17 following a four-month deployment in the U.S. 6th Fleet. Sailing more than 27,000 nautical miles, the ship conducted 55 underway replenishments, transferring nearly 6.5 million gallons of fuel and more than 1,100 pallets of supplies. In addition to U.S. combatant vessels, Kanawha replenished vessels from France, the United Kingdom and Germany.

MSCLANT welcomes **Chief Petty Officer Mark Kline**, who arrived June 17. Kline assumed the duties of the command's port services assistant as well as senior enlisted advisor.



USS Bataan (LHD 5) and USS Leyte Gulf (CG 55) transit alongside USNS Big Horn (T-AO 198) June 6 during an underway replenishment in the Atlantic Ocean. (U.S. Navy photo by MCSN Mark Hays)

## CENTRAL • CURRENTS

Combat Logistics Force ships operating in the U.S. 5th Fleet continued support in June to our U.S. and coalition forces. Ships conducted 79 underway replenishment evolutions, including 41 UNREPs with coalition, European Union and NATO ships. This vital logistical support provided by the ships of Commander Task Force 53 enables U.S. 5th Fleet combatants to stay at sea and focused on their missions.

The Military Sealift Command Central team coordinated the delivery of an Iraqi patrol boat. The patrol boat, the 12th delivered to Bahrain, will undergo final inspections and checks before it is finally delivered to the Iraqi Navy. Chartered ship MV Ocean Titan delivered the boat to the Arab Ship-

building and Repair Yard June 19. The team delayed off-loading the patrol boat due to heavy winds and high seas, but successfully off-loaded the patrol boat into the water. Two final patrol boat deliveries for the Iraqi Navy are anticipated in 2014.

MSCCENT and CTF 53 bids fair winds and following seas to Navy **Lt. Cmdr. Frank Miller**, **Chief Petty Officers Anthony Paxton** and **Mario Comia**, and **Petty Officers 1st Class Diego Santiago** and **Gary Almeida**. Each of these individuals made valuable contributions to the team.

The command would like to welcome Navy **Lt. Cmdr. Monica Tate**, **Lt. Cedric Nelson-Williams** and **Petty Officer 2nd Class Shalanna Frias**.



USNS Rainier (T-AOE 7), alongside USS Nimitz (CVN 68), conducts an underway replenishment June 16 in the Gulf of Oman. (U.S. Navy photo by MCSA Kelly M. Agee)



During an at-sea reenactment of the World War II Battle of Midway, Sonar Technician 3rd Class Eric Hetrick, Sonar Technician 3rd Class Daniel Berrien, Sonar Technician 2nd Class Brandon Estrellado, Sonar Technician 3rd Class Octavio Gutierrez and Sonar Technician Seaman Ryan Shuemaker use a foam solution to put out a simulated fire aboard USNS Victorious (T-AGOS 19). (Photo courtesy of USNS Victorious)



USNS Yukon (T-AO 202) refuels USS George Washington (CVN 73) in the Coral Sea during exercise Talisman Saber 2013. (U.S. Navy photo by Capt. Alex Halliday)

## FAR EAST • HAILS

From Guam and Saipan, Maritime Prepositioning Ship Squadron Three changed commanders July 2 as Navy **Capt. Leonard Remias** relieved Navy **Capt. Richard Rainer**.

From the central Indian Ocean, MSC Office Diego Garcia welcomes its new commanding officer, Navy **Lt. Cmdr. Mansfield Stansfield**.

Staff members from Military Sealift Command Office Korea participated in a ceremony to mark the 63rd anniversary of the beginning of the Korean conflict June 25 at the United Nations Memorial Park in Busan. The mayor of Busan attended with many other city and local government officials. MSCO Korea executive officer, Navy **Lt. Cmdr. Cedric Edwards**, dedicated flowers in memory of fallen U.S., South Korean and allied soldiers on behalf of the command.

Navy **Cmdr. Brian Peterson**, Ship Support Unit Guam's commanding officer, presented operations officer **Greg Davis** with a certificate recognizing his 30 years of service with the

U.S. government.

SSU Singapore bid farewell to two long-term employees who retired from federal service in June. Fleet supply technician **Dallas Koran** served with MSC in Singapore since 2000 while port engineer and current SSU Singapore deputy director **Charlie Maher** served with MSC in Singapore since 1999. Navy **Capt. Jim Hruska**, commander of MSC Far East, presented each person with a Navy Meritorious Civilian Service medal during an awards ceremony held May 29. Koran completes more than 57 years of service, including 26 years with the U.S. Navy from which he retired at the rank of master chief petty officer. Maher completes more than 26 years of service.

MSCFE welcomes command counsel **Bruce Haefner** and assistant Strategic Sealift Readiness Group coordinator Navy **Lt. Tyler Laverick**.

MSCFE logistics bids farewell to ordnance officer Navy **Lt. Cmdr. Doug Moreland** and ship scheduler **Quartermaster 1st Class Luke Paterna**.

Navy **Rear Adm. T.K. Shannon**, commander, Military Sealift Command, spoke to MSC Norfolk staff members June 26 about sexual assault prevention and response, emphasizing the importance of fostering a climate of dignity and respect in the workplace.

Civil service mariner Manpower and Personnel Deputy Director **Frank Cunningham** announced in June, "We completed the internal merit promotion 3rd Mate and 3rd Assistant Engineer boards with excellent results. I am pleased to announce that we have selected 52 CIVMARs, 40 engine and 12 deck, to join the licensed officer community. These are well deserved promotions representing hard working CIVMARs who took the time and effort to obtain a 3rd Mate or 3rd Engineers license from the U.S. Coast Guard."

In mid-June the CIVMAR manpower and personnel directorate hosted a telephone conference attended by CIVMAR crews from 25 ships. During the conference, leadership engaged shared information regarding various initiatives being worked ashore, and how the furlough policy impacts CIVMARs.

Congratulations to **First Officer Michelle Stark** and **Boatswain's Mate**

**Collins Fallejo** for each receiving a Navy League of the United States annual sea service award. At the organization's national convention June 21 in Long Beach, Calif., Stark received the Captain Arthur L. Johnson Award, which recognizes officers who have made significant and innovative contributions to the American maritime defense team. Fallejo received the Able Seaman Oscar Chappell Award recognizing outstanding maritime stewardship.

Congratulations as well to **2nd Officers Baron Garvey** and **Andrew Nottberg**, who graduated June 14 from the United States Army Command and General Staff College, Fort Leavenworth, Kan.

Fair winds and following seas to **Engine Utilityman Henry Arenzana**, **Able Seaman Reynaldo Bautista**, **Supervisory Attorney William Garvais**, **Capt. Richard Kirk**, **General Supply Specialist Dallas Koran**, **Electronics Technician Carson Llaniguez**, **Student Support Specialist Barbara Michelson**, **First Officer Richard Satter**, **Able Seaman Alfonza Shaw** and **Supervisory Accountant Anthony Zanfini** as they retire. Thank you for your service.



Jack Taylor, center, director of Government-Operated Ships at Military Sealift Command, recognizes logistics personnel in Norfolk, members of an MSC team awarded a prestigious Admiral Stan Arthur Award for their work refitting USS Ponce (AFSB(I) 15). (U.S. Navy photo by Bill Cook)

PACIFIC • BRIEFS

Navy **Rear Adm. T.K. Shannon**, commander, MSC, visited the office of MSC Representative Seattle, June 11-14. While in the Pacific Northwest, Shannon got underway with USNS Richard E. Byrd (T-AKE 4) during their SMART inspection, and was able to meet with MSCREP Seattle to familiarize himself with MSC operations in Naval Region Northwest.

Navy **Capt. Michael Taylor**, commander, Military Sealift Command Pacific, and MSCPAC staff members attended the Rim of the Pacific exercise initial planning conference in San Diego May 29-31. During the exercise, scheduled for July 2014, off the coast of Hawaii, Taylor will serve as the Commander Task Force 173 for RIMPAC's underway replenishment force.

**Tim McCully**, deputy commander, MSCPAC, attended the Quality Management System Lead Auditor Course in Washington, D.C., June 3-7.

USNS Cesar Chavez (T-AKE 14) completed an ammunition load and departed Naval Magazine Indian

Island, Wash., June 4 for the first leg of its maiden voyage to U.S. 7th Fleet. Chavez arrived in the area of responsibility following ships qualifications trials with USNS Carl Brashear (T-AKE 7) and a brief stop in Hawaii for maintenance.

After operating in the Southern California area of operations for an extended period of time, USNS Waters (T-AGS 45) departed San Diego June 5, en route to the East Coast.

Welcome aboard **Sam Reynolds**, director, Ship Support Unit San Diego. Reynolds joins the MSCPAC team following a position as the SSU director in Japan.

Fair winds and following seas to three MSCPAC employees as they retire. Navy **Cmdr. Charlton Johnson**, MSCPAC operations officer, departs MSCPAC following a 22-year Navy career. Navy **Lt. Cmdr. Robert Rieger** retires from active Navy service following 26 years of service. **Brad Garvais**, MSCPAC office of counsel, retires from government service after 35 years. Good luck and best wishes, shipmates.

Military Sealift Command in Washington welcomes Air Force **Maj. Steven Wick** and Marine Corps **Maj. Joshua Tuttle**, joint plans, strategic studies & wargames; and **Jessica Harker** and **Samuel Kistner**, contracts and business management.

The command bids farewell to **Kevin Nunes**, contracts and business management; Navy **Cdr. Mark Hegarty**, Navy **Lt. Robert Myers** and **Operations Specialist 1st Class Sherard Cooley**, operations; and **Information Systems Technician 1st Class Thomas Maginley**.

MSC awarded for Ponce conversion

By Capt. Don Williams  
MSC Technical Director,  
Operational Logistics

The following article originally appeared on the Navy's official blog, <http://navylive.dodlive.mil>.

Our Navy honored Military Sealift Command's logistics team with a prestigious Admiral Stan Arthur Award as the Joint Logistics Team of the Year for 2012. This dedicated group played a crucial role in converting USS Ponce (AFSB (I) 15) from a landing platform dock ship to an interim afloat forward staging base, getting it quickly ready for sea. Previous conversions on this scale typically took 18 months; the logistics team helped do it in one-third the time, saving close to \$2.5 million in the process. Ponce displays a greatly expanded toolbox complete with emerging technologies thanks to the linchpin of MSC's logistics organization.

In late 2011, our Navy had slated USS Ponce – designated then as LPD 15 – for decommissioning. The MSC logistics team spearheaded efforts to breathe new life into the repurposed ship. Well into her decommissioning cycle, this extraordinary effort required the collective expertise of the entire logistics competency, as well as working with stakeholders to meet high operational expectations and an aggressive refurbishment schedule.

Our team capitalized on our proven distance support business model for the Combat Logistics Force, expanding Ponce's capacity for cargo load and cargo fuel missions to serve a di-

verse customer base. We established a logistics baseline for existing and newly installed equipment, ensuring support for future repairs, alterations and outfitting efforts. We worked closely with type commanders to get Ponce ready for aviation and load management mission requirements. And we upgraded ship spaces for Ponce's crew, including a civil service mariner-operated ship's store.

Now, Ponce serves proudly in the U.S. 5th Fleet area of responsibility as the Navy's first dedicated afloat forward staging base.

Ponce remains a capable ship even as she celebrated her 42nd birthday July 10. She added support ship functions for mine countermeasures, Special Forces, Riverine, joint and partnership/coalition embarks to the legacy well deck, busy flight deck and cargo storage. The ship also boasts the Scan Eagle unmanned aerial vehicle as an asset.

And in 2014, Ponce is slated to get a solid-state laser deployed to help develop a prototype system for surface combatants.

Ponce also is one of four ships in the Navy with a hybrid crewing system of civil service mariners and uniformed Navy Sailors, under the command of Navy Capt. Jon P. Rodgers.

The ship is in high demand for operations and major international naval exercises like International Mine Countermeasures Exercise 2012 and 2013, which the ship recently concluded. Ponce operates forward – ready to provide cutting edge, flexible capabilities to support warfighters in the region. We're proud to have helped make that happen.



Soldiers assigned to the Army's 12th Combat Aviation Brigade step out of a helicopter after landing on the flight deck of USS Mount Whitney (LCC 20) during exercise Baltic Operations 2013. (U.S. Navy photo by MC1 Collin Turner)

# MSC participates in Dawn Blitz exercise

**By Sarah E. Burford**  
**MSC Pacific Public Affairs**

USNS 1ST LT Jack Lummus (T-AK 3011) wrapped up active support for exercise Dawn Blitz 2013 off the coast of San Diego June 20.

The ship operated as a training platform for the Marine Combat Logistics Regiment-17, 1st Marine Expeditionary Brigade and U.S. Navy Sailors with Naval Beach Group 1, Expeditionary Strike Group 3.

Lummus, anchored offshore, gave Dawn Blitz participants the ability to test and train with the improved Navy Lighterage System, which enables transportation of equipment and vehicles from ship to shore.

Over seven days, Sailors and Marines transported rolling stock and shipping containers, staging them on Lummus and then off-loading the cargo for transportation to shore. The training was designed to simulate operations that would take place during real-world scenarios such as humanitarian assistance and combat missions.

“Beach Group One has always enjoyed a close working relationship with Military Sealift Command,” said Cmdr. Ray Franklin, MSC Pacific operations officer. “Being able to use Lummus as a training platform during this exercise is a great way for us to continue to foster that relationship and to continue to provide a variety of support to our Navy and Marine Corps forces. Present requirements and the future necessity to project power ashore will mean more exercises like Dawn Blitz and more opportunities for MSC to provide our special brand of support.”

USNS Henry J. Kaiser (T-AO

187) also provided logistics support at sea to the U.S. Navy and foreign navy ships participating in the Dawn Blitz exercise through underway replenishments.

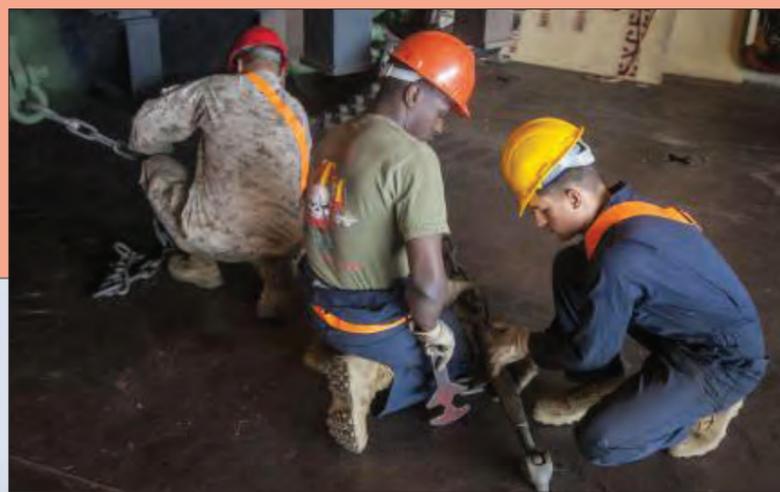
Dawn Blitz 2013 included seven ships just off the coast and simulated an air and ground task force assaulting an enemy beach or delivering large numbers of troops along with food and supplies from ship to shore in a disaster relief operation. The exercise was the last in a series

of training events designed to test the Navy and Marine Corps’ abilities to plan and execute complex amphibious operations from ship-to-shore.

Featured training included more than 5,000 U.S. Marines, Sailors and coalition forces from Canada, Japan and New Zealand; as well as military observers from seven countries watching the exercise, including large-scale amphibious assaults, sea-basing operations, mine warfare op-

erations, live-fire opportunities, and Maritime Prepositioning of Forces. The exercise also includes battle-space shaping operations, force-on-force training, special operations forces, operational planning, live-fire opportunities, infantry immersion training, shipboard driver qualification, MV-22 Osprey take-offs and landings aboard a Japanese ship and a large multilateral amphibious landing on Camp Pendleton’s Red Beach.

*Right: Marines with Combat Logistics Regiment-17, 1st Marine Expeditionary Brigade, and U.S. Navy Sailors stage equipment to be off-loaded from USNS 1ST LT Jack Lummus (T-AK 3011) during exercise Dawn Blitz 2013. (U.S. Marine Corps photo by Lance Cpl. Ismael E. Ortega)*



*Left, bottom: Personnel off-load equipment from Lummus during Maritime Prepositioning Force training off the coast of San Diego. U.S. Navy photos by Lt. j.g. Livy Coe)*

*Right: Cargo from Lummus splashes ashore in late June during the exercise. (U.S. Marine Corps photo by Lance Cpl. Ismael E. Ortega)*



# USNS Seay crew assists Australian catamaran

**By Edward Baxter**  
**MSC Far East Public Affairs**

Mariners aboard USNS Seay (T-AKR 302) rendered assistance to a commercial vessel in distress while underway in the Indian Ocean June 25.

Raptor, a 49-foot, Australian-flagged catamaran, radioed Seay, a Navy ship assigned to Diego Garcia-based Maritime Prepositioning Ship Squadron Two, indicating they had

five crewmembers aboard of various nationalities, and that all were in good health and spirits. Raptor’s crew said the vessel experienced trouble with its sails June 20 before its engines failed. Capt. Bruce Kreger, Seay’s civilian master, immediately ordered Seay to change course and render assistance.

“The crew of Raptor seemed anxious to effect repairs and get back on their voyage,” said Kreger.

After consulting with British In-

dian Ocean Territory Diego Garcia customs and police, Seay towed the stricken vessel to Diego Garcia.

“It took about 20 hours to complete the tow but safety of the vessels was our primary objective,” Kreger said.

Approximately three nautical miles from Diego Garcia lagoon, a small craft assigned to Diego Garcia’s port operations met the catamaran and towed it safely to the pier. Raptor is scheduled to

undergo repairs at Diego Garcia.

Seay is one of 12 Navy ships assigned to Maritime Prepositioning Ship Squadron Two, which ensures the readiness of Navy prepositioning ships in the Pacific. These ships carry afloat prepositioned cargo for various U.S. military services. The squadron’s mission is to transport vital equipment and supplies to a designated area of operations in support of combat commanders worldwide.