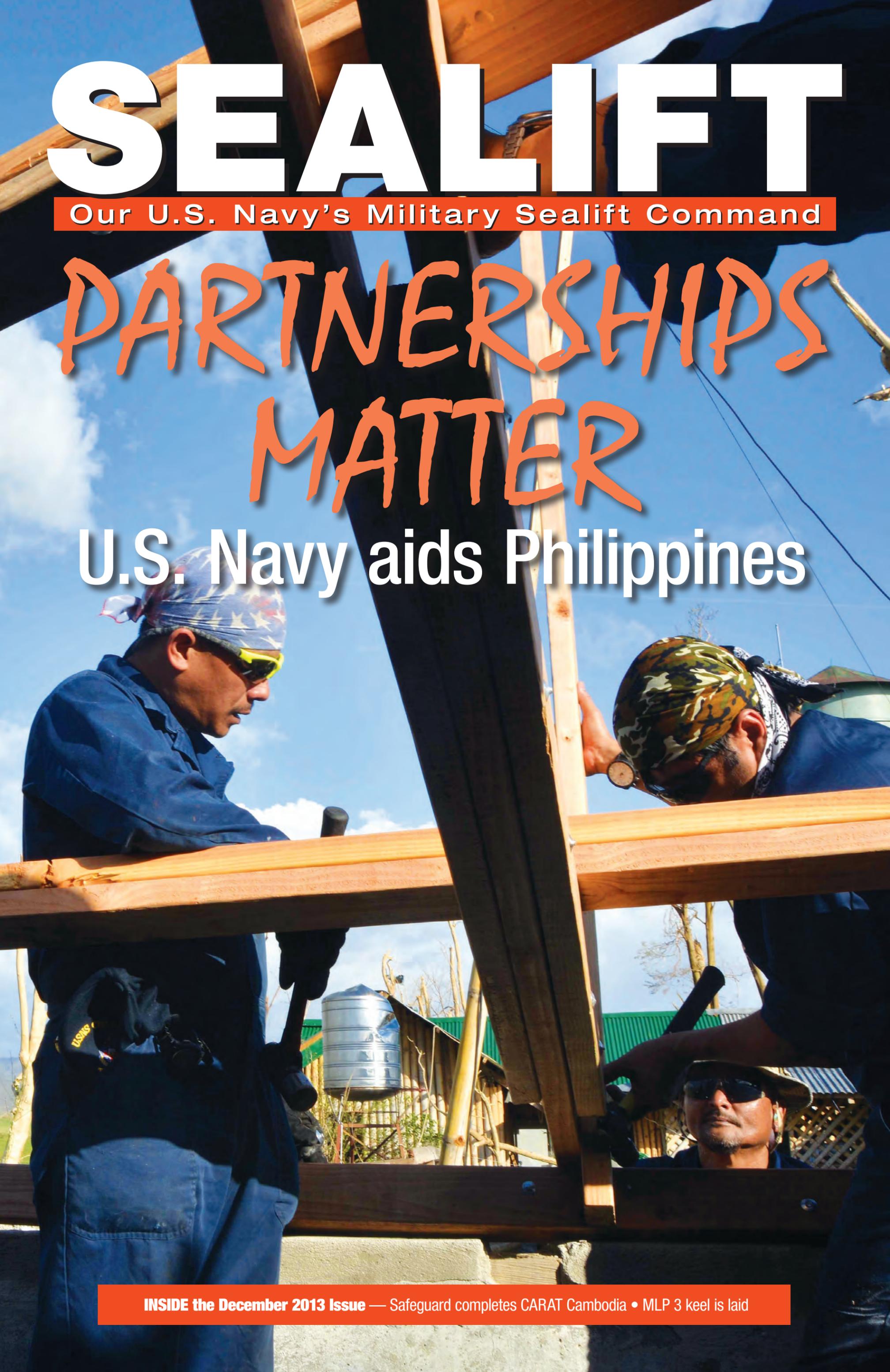


SEALIFT

Our U.S. Navy's Military Sealift Command

PARTNERSHIPS MATTER

U.S. Navy aids Philippines



INSIDE the December 2013 Issue — Safeguard completes CARAT Cambodia • MLP 3 keel is laid

MSC and Operation Damayan

In a nation of compassion, MSC is part of the Navy and Marine Corps arm that reaches out to those in need around the world, Rear Adm. T.K. Shannon writes in the following. Operation Damayan, providing disaster relief to the people of the Republic of the Philippines is another in a long list of positive efforts our United States brings to the globe.

When disaster strikes, our United States of America is always ready to extend a helping hand to those in need. Our Navy/Marine Corps team is the spearhead of U.S. relief efforts in the Philippines following the super typhoon that devastated so much of that maritime land, and where our Navy goes, so goes MSC.

It began with our oceanographic survey ship, USNS Bowditch, recently honored by the United Seamen's Service for rescue actions involving a grounded Navy ship. Bowditch was first on the scene off the coast of Tacloban, Philippines, surveying the ocean bottom, looking for obstacles that had shifted and any new underwater formations formed by shifting bottom sands. The work done by our Bowditch crew made it safe for our USS George Washington Carrier Strike Group to move in to assist our 3rd Marine Expeditionary Brigade in Operation Damayan. Rear Adm. Mark Montgomery, commander of the strike group, praised Bowditch's work and noted its contributions to the success of the operation.

Of course, any strike group needs



A Puma helicopter approaches the flight deck of USNS Charles Drew (T-AKE 10) during a vertical replenishment with USNS Richard E. Byrd (T-AKE 4) in support of Operation Damayan in the Philippines (U.S. Navy photo by MC3 Brian H. Abel)

supplies, and our dry cargo/ammunition ships, USNS Charles Drew and USNS Richard E. Byrd, were there, keeping the strike group functional and providing a constant supply of potable water for airlift to those shoreside locations that were in desperate need. Our fleet oilers, USNS Yukon and USNS Walter S. Diehl, provided fleet logistics to all the U.S. ships involved in the operation. Diehl also carried a humanitarian assistance/disaster relief kit onboard, including water makers and other needed equipment.

Submarine tender USS Emory S. Land was also part of the on-station assets for Operation Damayan. The technical

capabilities of the Sailors and CIVMARs aboard Emory S. Land provided the capability to assess the water treatment plant in Tacloban for needed repairs, to assist in cleanup at the airport and to make repairs to equipment at the airport and in the flight control tower.

Back home in San Diego, our hospital ship, USNS Mercy, was activated and placed on standby pierside, in case the Philippine government and our U.S. State Department decided there was need to send her to the area. With an aircraft carrier and two large-deck amphibious ships on scene, Mercy may not sail, but our amazing CIVMARs,

logisticians and port engineer folks in San Diego had the ship ready in record time. Chief Engineer Lars Andres and his impressive engineering department had steam to the turbines only two days after the activation order was given. What an impressive display of professional marine engineering!

What heartens me is that no matter what the mission – combat force logistics, fleet service, DOD seaborne transport, humanitarian assistance or disaster response – our Navy's MSC crews and ships are ready, on time, every time. I am honored to be part of our MSC family.

Thanks for your service!

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

The end of business as usual

This blog was written by Rear Adm. T.K. Shannon, Commander, Military Sealift Command. In a time of budget uncertainty, Shannon reminds us that business is not "as usual."

Here we are, post-government shut-down and restart. Sequestration looms on the horizon. If you ever had any doubts about things returning to "business as usual," you were right on the money.

As we all know, the DOD is facing sequester-level cuts on the order of \$500 billion over 10 years. This is in addition to the 10-year, \$487 billion reduction in DOD's budget that is already underway. In the

words of Secretary of Defense Chuck Hagel, "We are looking at nearly one trillion dollars in DOD cuts over this 10-year period, unless there is a new budget agreement. And we are currently operating under no budget." The SECDEF also says that we're operating under a Continuing Resolution, which presents us with one of our most difficult challenges – uncertainty.

The old "business-as-usual" is gone, probably forever, and the environment we find ourselves in now is our new "normal." Continuing resolutions and sequestration issues will continue, and that means uncertainty is likely to be a permanent factor in our lives.

Uncertainty often leads to stress, whether or not you realize it or recognize it. Please, don't let stress overtake you. There is an organization that can help. Our Civilian Employee Assistance Program (CEAP) offers professional, confidential counseling and consultation that can help you deal with the stress you may be facing. Our CEAP is free of charge for you and your dependent family members. If you feel you need help, please call 1-800-869-0276 for assistance. Help is available.

It remains my personal honor to serve alongside you. Thank you for your steadfast dedication while our country and DOD navigate these stormy waters.

Honoring USNS Bowditch's mariners

The following blog was written by Rear Adm. T.K. Shannon, Commander, Military Sealift Command. Caring about people is a high priority in MSC, both afloat and ashore. Shannon talks about a rescue at sea and the service to our nation offered by our veterans, past and present.

On Jan. 18, in steadily deteriorating weather conditions with winds in excess of 25 knots and high seas, the master and crew of our oceanographic survey ship USNS Bowditch worked its way slowly closer to the turbulent waters over the shallow Tubahata Reef in the Philippines. Seventy-nine Navy crew members awaited rescue from their mine countermeasures ship, USS Guardian, which had grounded on the reef, its fiberglass hull slowly being ground to pieces. With its dynamic positioning system, Bowditch was able to hold exact position to put boats over the side.

Within three hours, all of the evacuated ships' personnel were safely out of their life rafts. Forty-five of the 79 evacuated crew members were housed aboard Bowditch where MSC crew members provided food, hot showers and dry clothing. Our Bowditch crew then brought the life rafts on deck, insuring all was secure. Over the next several days, Bowditch and its hydrographic survey launches continued to survey the

grounding site, as well as other reefs and shoal areas in the vicinity, enabling safe placement of salvage ships and crane anchors. Bowditch also hosted salvage officials and diving salvage crews before being released to original tasking on Jan. 29.

For the excellent seamanship displayed by Bowditch's master and crew, they received the United Seamen's Service Admiral of the Ocean Sea mariner's plaque at a ceremony in New York City. We are extremely proud of our Bowditch mariners. And I know they are not alone. I believe that every one of our ships embodies that same spirit of seamanship and willingness to help others in peril. It is part of who and what we are. Oceans unite humanity. As always, it's my privilege to serve alongside you.

Our Bowditch mariners serve as a reminder of all who serve our nation, especially as we've just celebrated Veterans Day in November. We honor all those who serve and have served, women and men who volunteered to go in harm's way because they were true patriots and knew that it was the right thing to do. As we recognize the exploits of the past, we also realize that there are heroes among us today. We salute them all.

Finally, as we approach the holiday season, be 'safety aware,' at work and at home. Watch out for each other and stay safe!

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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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Veterans speak out about service

This blog was the first in a two-part series for Veterans Day highlighting military veterans who continued their service as Department of the Navy civilians at Military Sealift Command.

Darren Randall served in the Navy for 22 years, retiring as a Gas Turbine Systems Senior Chief. During his time in uniform, he served aboard several different platforms, which included USS Arthur W. Radford (DD 968), USS Yellowstone (AD 41), Assault Craft Unit 4 (Landing Craft Air Cushion), USS Bulkeley (DDG 84) and USS Ross (DDG 71). In those positions, Randall focused on preparing the engineering department personnel and the ship's material and equipment assets for mission execution. Darren is now the principal port engineer for USNS Millinocket, the third joint high-speed vessel, still under construction.

Veterans Day is special to Randall because he recalls listening to great tales of World War II battlefield valor told to him by his great uncle Frank, who served during the D-Day invasion. His uncle came home safely, but many men and women did not and this is one day we can set aside and show our appreciation

to those who wore and continue to wear the uniform.

Randall's Navy experience has prepared him for his role as port engineer from day



Darren Randall

one on his first ship. "The Navy instilled discipline, team work and a sense of loyalty not common to the civilian world." Now, "the MSC ships that I and others help maintain are the life line to the greatest Navy in the world."

As the PPE, he is the ship's lifeline ashore and ensures that the ship is able to conduct any mission anytime and anywhere in the world, 24 hours a day – 7

days a week. His path to this position was not a straight line; he started his MSC career as a Management Analyst in the Strategic Planning Department. His advice to others interested in becoming a PPE is to "find a respected mentor, write down everything they do and don't be afraid to ask questions."

Before coming to MSC, Frances Vorce completed 25 years of Navy service in the administrative field as a yeoman. From 1993-1996 she served as the first command chief for the Blue Angels and was also one of the first women to earn her Service Warfare pin while aboard USS Enterprise (CVN 65)

Veterans Day is about "honoring all veterans, past and present. I especially reflect on the men and women who gave the ultimate sacrifice – their lives – to ensure our country remains free. I salute you and your families."

Her time with the Navy opened her eyes on just how important the merchant marine played in the history of our country, including mariners who risked their lives to carry the vital supplies in several wars that sustained U.S. armed forces.

Vorce plays an important role in serving



Frances Vorce

civil service mariners and ashore employees as the Work Life/Services branch supervisor. This branch administers a wide variety of benefits and services such as the Thrift Saving Plan, health benefits, Federal Employees Group Life Insurance and Long-Term Care programs.

Her advice to someone looking to work in her field is straightforward. "MSC is a great place to work; apply and come help support the fleet in keeping our seas safe and supporting global operations!"

This blog is the second in a two-part series for Veterans Day, highlighting military veterans who continued their service as civilians at MSC.

Dave Bassett served as a U.S. Navy surface warfare officer on active duty aboard USS Essex (LHD 2) and USS Ingraham (FFG 61) from 2004 to 2006, and at MSC's global command information center until 2007. He also served as a Reservist in MSC's Expeditionary Port Unit 116. Dave currently serves as a marine transportation specialist for the Sea-Based, X-Band Radar program.

"President John F. Kennedy once said 'any man who may be asked in this century what he did to make his life worthwhile, I think can respond with a good deal of pride

and satisfaction: 'served in the United States Navy.' " I believe that, as much as this held true in the 20th century, it still holds true today. The opportunity to serve my country at sea and ashore as a naval surface warfare officer has shaped and molded my life for the better. I've made lifelong friends and helped keep America



Dave Bassett

and her allies safe as well as helped keep her open to free commerce vital sea lanes. I've seen far off places, swum in the deepest part of the ocean, and crossed the equator several times. If I had to recommend a career to a patriotic young man or woman with adventure in their heart, I could say without hesitation, join the United States Navy."

Mark Helmkamp served the Navy from 1977-2006, retiring as a captain from the position of the Supervisor of Diving. His commands included USS Reclaimer (ARS-42), homeported in Pearl Harbor, Hawaii, and the Naval School of Diving and Salvage, Panama City, Fla. He currently serves as the Ocean Tug, Salvage Ship and JHSV class manager.

"I am proud to have been a member of

a great military that has stood ready to defend our way of life. In fact, the Navy can call me back for a deep, cold dive to bone-crushing depths today if they'd like."



Mark Helmkamp

Energy at MSC: Energy audits for USNS Spearhead

The following blog is part of an ongoing series on Military Sealift Command's Energy Conservation program (ENCON), written by the MSC ENCON team. As part of the Energy Use Tracking and Reporting pillar of the program, energy audits are being conducted to assess the baseline energy use of our vessels. These audits range from pier-side assessments of energy consumption while in port, to Class Energy Profile Exercises, where a ship is run through a comprehensive list of operating conditions. In late 2012 and early 2013, the ENCON team completed shoreside and underway energy audits for USNS Spearhead (JHSV 1).

During an audit, energy consumption measurement data is collected using an array of data loggers and retrofitted Coriolis-type fuel meters. This data is used to develop shore-side and underway power profiles for all systems and subsystems. The power profiles are used to identify energy conservation opportunities, develop models, and establish a baseline for validation and energy savings.

For Spearhead, a team collected

energy consumption data in the form of fuel and electrical energy usage rates over a broad range of operational states including "cold iron," with engines off, using shore power; "not underway," with the ship generating its own power pier-side and at anchor; and "underway" at a variety of speeds. Preliminary baseline class energy profiles followed.

In September 2013, the ENCON team led a Class Energy Profile Exercise for Spearhead. The ship completed a series of speed, power and fuel trials with multiple propulsion plant configurations across a range of displacements, representing various fuel loads. Electrical power usage, propulsion engine fuel consumption, and generator fuel consumption data, along with operating state characteristics were collected during the entire underway period. The data from the trial will enable an accurate estimation of the JHSV's fuel consumption, as well as recommendations for efficient operation and energy conservation. Information collected also helped to shape the development of the Ship Energy Efficiency Management Plan.

The resulting, more-accurate, fuel

curves for the JHSV class could not have been completed without the use of the ENCON-funded Coriolis-type fuel meters, which are accurate to 99.8

percent. ENCON is working with the ship design community to incorporate the requirement for Coriolis-type fuel meters in design specifications.



USNS Spearhead (JHSV 1) conducts high-speed trials Aug. 20, reaching speeds approximately 40 knots off the coast of Virginia. Adm. Bill Gortney, commander of U.S. Fleet Forces, was aboard for the trial. (U.S. Navy photo by MC1 Phil Beaufort)

Making a difference

In late November, Military Sealift Command participated in the Navy/Marine Corps team effort to provide disaster relief to the Philippines in the wake of super typhoon Haiyan. Ships included those highlighted in the following stories, as well as USS Emory S. Land (AS 39), USNS Richard E. Byrd, (T-AKE 4), and USNS Yukon (T-AO 202).

OPERATION

USNS Charles Drew helps quench Philippines' thirst

By MC3 Brian H. Abel

ORMAC CITY, Republic of the Philippines - Dry cargo/ammunition ship USNS Charles Drew (T-AKE 10) keeps warships like aircraft carrier USS George Washington (CVN 73) mission ready with fresh food, JP-5 fuel and even ammunition with vertical replenishments and conventional replenishments.

During Operation Damayan, Drew provided humanitarian relief to the Republic of the Philippines in the aftermath of super Typhoon Haiyan/Yolanda with its ability to produce 16,000 gallons of fresh, clean drinking water with a capacity of 50,000 gallons for the displaced residents per day.

"We can produce 2,500 to 2,800 gallons of drinkable water every four hours," said Keith Willeford, Drew's 3rd assistant engineer watch. "We were ready with water when we arrived."

The crew of Drew prepared days in advance to accomplish aggressive helicopter lift operations in order to

provide Ormac City residents with drinking water and food provided by international agencies.

"We produced ice by placing water in bags inside of boxes and then we froze it," said Norflis McCullough, Drew's supply officer. "We started the whole process six days before we started delivering it to areas in the Philippines."

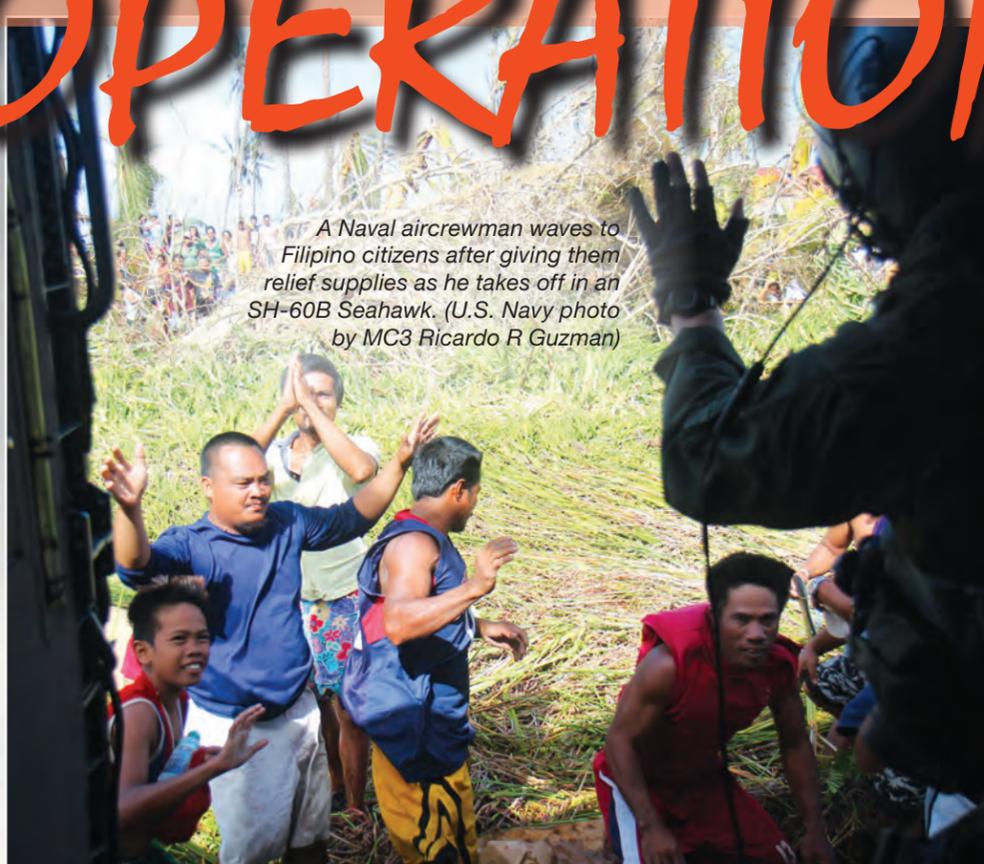
As MH-60S Seahawk helicopters from the "Island Knights" of Helicopter Sea Combat Squadron (HSC) 25 landed in isolated villages to deliver water and supplies, residents expressed deep appreciation of the support provided by the U.S. Navy, Drew, the Republic of Philippines government and other international aid agencies in light of the tragedy.

"It was rewarding to do my job; the situation was bittersweet considering how bad people were suffering," said Air Survival Equipment Specialist 2nd Class Peter Glatt, from Linton, North Dakota. "After we delivered the water and supplies, the people were waving their hearts out as we flew away. It felt really good to help."

COVER: Mariner crew members of USNS Charles Drew (T-AKE 10) repair a roof in the Philippines during Operation Damayan. (U.S. Navy photo by MC3 Brian H. Abel)
THIS PAGE, background: A satellite image shows the magnitude of the storm that ravaged the Philippines in November. (Official NASA photo)



Civil service mariner Ron McCann, supply officer aboard USNS Walter S. Diehl (T-AO 193), inspects cargo containing humanitarian relief supplies. (U.S. Navy photo by Edward Baxter)



A Naval aircrewman waves to Filipino citizens after giving them relief supplies as he takes off in an SH-60B Seahawk. (U.S. Navy photo by MC3 Ricardo R. Guzman)



U.S. Navy photo of USNS Bowditch.

USNS Bowditch continues survey ops in Philippines

By Ed Baxter, MSC Far East and Jennifer Null, Naval Oceanographic Office

The waters are calm now. Hard to imagine, just a few days ago, 160 mph-plus winds churned up huge waves that surged ashore destroying hundreds of homes and killing thousands of people.

Operating aboard a Hydrographic Survey Launch, or HSL, deployed from oceanographic survey ship USNS Bowditch (T-AGS 62), oceanographers from the Naval Oceanographic Office and merchant mariners under contract to MSC, survey shallow waters close to the shoreline at San Pedro Bay near Tacloban, Philippines.

Two HSLs, 34-foot, seven-ton watercraft which resemble a commercial yacht are working to identify and clear hazards to navigation on the seabed. With a draft of just three feet, HSLs work close to the shoreline in shallow waters, using sophisticated technology, including a multi-beam and a single-beam echo sounder, and side-scan sonar, to map the ocean floor.

The crew of Bowditch has been working long days since arriving on station Nov. 13 - the first ship to arrive and part of a large U.S. task force operating in support of Operation Damayan, the U.S. Navy's ongoing relief efforts here.

Bowditch went to work right away, conducting a multi-beam survey of the outer channel leading to San Pedro Bay, and surrounding areas, ensuring the path was clear for the USS George Washington Carrier Strike Group.

"We identified an uncharted shoal near the channel going into Tacloban," said Dale Hare, Senior NAVOCEANO representative embarked aboard Bowditch.

Bowditch's multi-beam contour mapping system and wide-angle side-scan sonar systems continuously collect data over a broad strip of ocean floor.

Following a multi-beam survey of the area, oceanographers confirmed it was free of obstructions, making it safe for Washington and its accompanying ships to navigate San Pedro Bay and provide disaster relief to Tacloban.

Upon completing that survey Nov. 14, Bowditch returned to the original channel survey in San Pedro Bay. The next day, two HSLs were deployed from the mother ship. Bowditch's HSLs are expected to continue survey operations for several days until embarked NAVOCEANO personnel are satisfied the harbor is safe for navigation.

As part of a cooperative survey with the Republic of the Philippines, Bowditch was performing an oceanographic survey near the island of Dinagat when the ship received the call from U.S. Pacific Fleet to head to Tacloban to support relief efforts. Bowditch has three Filipino liaison officers embarked.

The 328-foot Bowditch is operated by a crew of 24 civilian merchant mariners working for a private company under contract to MSC. Twelve NAVOCEANO oceanographers are embarked aboard the ship to conduct surveys. NAVOCEANO is based at Stennis Space Center, Miss.

OPERATION DAMAYAN



A Navy physician's assistant and a Philippine nurse walk past the ruins of a hospital that was destroyed by the typhoon. (U.S. Navy photo by MCSN Beverly Lesonik)

USNS Walter S. Diehl deploys to Philippines

USNS *Walter S. Diehl* (T-AO 193) supply officer Ronald McCann speaks to MSC Far East public affairs officer Ed Baxter about the ship's humanitarian assistance mission to the Philippines.

Diehl's supply officer, Ronald McCann, answers his office phone and then his cell phone. Next, he responds to a call via ship's radio from the chief steward.

3 "Sorry for the delay," the 68-year-old civil service mariner said. "No worries," I replied. "Take care of ship's business first."

We head onto the flight deck for an up close look at cargo pallets staged on the ship's flight deck. From a distance it just looks like a bunch of boxes. Not much to rave about. But, there's a small tag attached to each box reading: Baby wash, two- and three-inch active flex tape, hand sanitizer, wrist splints and bandages with cartoon symbols for children.

Now it hits home – this ship is heading for the central Philippines!

Crew members aboard Diehl loaded humanitarian supplies at Singapore's Sembawang Wharves to assist people impacted by the disastrous typhoon, which struck there earlier this month.

Super typhoon Haiyan struck the central Philippines Nov. 7, with winds gusting up to 160 mph. Thousands were killed and even more left homeless.

Civil service mariners worked in Singapore's searing heat all day loading pallets of cargo, including water jugs, insect repellent and blankets.

"These supplies will go to those who need help the most and I'm very glad we can contribute to the relief efforts," McCann said as he inspected boxes of supplies on the ship's flight deck.

With all cargo safely loaded, Diehl set sail right away, destined for waters near Samar Island in the Philippines.

Diehl is scheduled to rendezvous with dry cargo/ammunition ship USNS *Charles S. Drew* (T-AKE 10) – which has been operating near Samar for several days – where Diehl will transfer the cargo for onward shipment to staging areas ashore. Drew's embarked MH-60 helicopters continue to ferry urgently

needed supplies from ship to shore.

In the Philippines, Diehl will conduct underway replenishment operations with ships from USS *George Washington* (CVN-73) Carrier Strike Group, supporting the U.S.

military's humanitarian mission dubbed "Operation Damayan."

"We are all anxious to get underway and help out," McCann said as we shook hands and said farewell. "Good luck and smooth sailing," I replied.

A Puma helicopter departs the flight deck of MSC dry cargo/ammunition ship USNS *Richard E. Byrd* (T-AKE 4) during a vertical replenishment with dry cargo/ammunition ship USNS *Charles Drew* (T-AKE 10). (U.S. Navy photo by MC3 Brian H. Abel)



USNS Mercy activated to support Operation Damayan

By Jessica F. Alexander, MSC Public Affairs

SAN DIEGO - Navy hospital ship USNS *Mercy* (T-AH 19) was activated by Adm. Harry Harris Jr., commander, Pacific Fleet in San Diego, Nov. 13.

Given the unique capabilities only a U.S. Naval hospital ship provides, the activation was a proactive measure in case the ship was requested by the Government of the Philippines and USAID to support ongoing relief efforts in the Philippines.

Mercy succinctly transitioned from its usual reduced operating status five (ROS-5) to a full operating status (FOS) in the standard five days, demonstrating the readiness and expertise of the entire Navy team in San Diego, including civil service mariners, logistics experts and Navy medicine personnel.

"To get [*Mercy*] transformed from that status to a full operational readiness is like an Olympic sprint because we have to get it done within five days or less," said Cmdr. Louis Acosta, logistics director at MSC Pacific. "This is a fantastic example of a one-team mentality of the Navy."

More than 1,000 pallets of dry cargo and equipment were loaded on the ship during its activation – enough to sustain the CIVMAR crew and other personnel for 30 days.

Due to the activation and transit timeline, the decision to activate *Mercy* was made early in the crisis, before the medical situation was completely known. Adm. Harris directed *Mercy* to return to ROS, Nov. 26.

Supplies are loaded onto the pier beside hospital ship USNS *Mercy* (T-AH 19) in San Diego. (U.S. Navy photo by MC3 Samantha Webb)



CENTRAL • CURRENTS

Combat Logistics Force ships operating in the U.S. 5th Fleet area of responsibility provided 91 underway replenishment evolutions, including 38 events with coalition, European Union and NATO ships. This vital logistical support provided by the ships of Commander Task Force 53 enabled U.S. 5th Fleet combatant ships, including two carrier strike groups, to remain at sea and able to conduct their missions without interruption.

USNS Catawba (T-ATF 168) participated in the coalition exercise STAKENET 13-03. The CTF-152 exercise included participants from the U.S. Navy, Kuwaiti Navy, Bahraini Navy and Coast Guard, and the Coast Guard of the United Arab Emirates. The exercise focused on the protection of critical maritime infrastructures within the Arabian Gulf.

The Military Sealift Command Central team coordinated and facilitated the redeployment of USS Ardent (MCM 12) and USS Scout (MCM 8). MSC-chartered ship MV Eide Transporter was tasked to deliver the two mine countermeasures ships from Bahrain to San Diego, where they will be reactivated and returned to the fleet. The MCMs floated onto Eide Transporter in the early morning hours with the help of personnel including the MSC heavy Lift team, and U.S. Navy divers.

MSCCENT and CTF 53 bid fair winds and following seas to Navy **Lt. Clifford Golon, Senior Chief Petty Officer Shalanna Fridia, Chief Petty Officer Alvin Warner, and Petty Officer 1st Class Marcus Green.**

The command would like to welcome Navy **Lt. j.g. Richard Wilson.**



Seaman Jonathon Dunaway, left, and Boatswain's Mate Seaman Colby Todd attach a cargo pendant to a Puma helicopter on the flight deck of USS Mason (DDG 87) during a vertical replenishment with USNS Cesar Chavez (T-AKE 14). (U.S. Navy photo by MC2 Rob Aylward)

ATLANTIC • LINES

Navy **Rear Adm. T.K. Shannon**, commander, Military Sealift Command, presented **Chief Steward Joselito Vasquez** and the entire food service team aboard USNS Robert E. Peary (T-AKE 5) with the 2013 MSC Capt. David M. Cook Food Service Excellence Award during a shipboard ceremony Oct. 9. During his previous ship assignment, Vasquez led the food service team aboard USNS Laramie (T-AO 203) to win the Food Service Excellence Award five times. This is the first win for Peary.

USNS Washington Chambers (T-AKE 11), USNS Kanawha (T-AO 196) and USNS Walter S. Diehl (T-AO 193) also earned the prestigious 2013 award for excellent food service. Presented annually, the award showcases the best of the best in food preparation and service aboard the Navy's Combat Logistics Force and Service Support Program ships.

USNS Patuxent (T-AO 201) returned to Norfolk, Va., Oct. 29 after a deployment serving U.S. Navy combatants in the U.S. 5th Fleet and U.S. 6th Fleet areas of responsibility. While deployed, Patuxent steamed nearly 37,000 nautical miles and delivered nearly 10 million gallons of fuel and nearly 2,000 pallets of supplies, vital to keep forward deployed Naval forces combat ready.

USNS Pathfinder (T-AGS 60) returned to Port Canaveral, Fla., Oct. 3 from a deployment to the European and Africa Command areas of responsibility. After downloading mission equipment and undergoing a voyage repair period, the ship got underway Oct. 26 for its next mission in U.S. 4th Fleet.

USNS John Lenthall (T-AO 189) and USNS Apache (T-ATF 172) were underway throughout October supporting the USS Bataan (LHD 5) Amphibious Ready Group-Marine Expeditionary Unit major fleet exercise.

At MSC Atlantic's port office in Charleston, S.C., **Tom D'Agostino**, director of ship operations, assisted the arrival of ammunition ship USNS Flint (T-AE 32) Oct. 29 as the ship commenced work at Detyen's Shipyard that led to its inactivation in early November. **Marine Transportation Specialist Mary Ann Liberto** coordinated port services for the ship's arrival.

MSCLANT welcomes **Richard Leone** to the command's anti-terrorism/force protection team. Leone transitioned from MSC Far East. The command also welcomes **Petty Officer 2nd Class Annie Ortiz**, port operations department.

MSCLANT bids fare winds and following seas to **Chief Petty Officer Colin Oates.**

PACIFIC • BRIEFS

USNS Howard O. Lorenzen (T-AGS 25) arrived in San Diego following an Oct. 15 departure from Pearl Harbor, Hawaii. While en route to San Diego, the ship conducted radar testing in preparation for final contract trials off the coast of Southern California.

Jack Taylor, director, government-operated ships, visited Military Sealift Command Pacific Oct. 21-23. While in San Diego, Taylor toured USNS Mercy (T-AH 19), USNS Guadalupe (T-AO 200) and USNS John Ericsson (T-AO 194). In addition, Taylor spoke with the civil service mariners based at the Customer Service Unit West. Taylor clarified organizational alignments and encouraged a better understanding of shared responsibilities for maintenance reporting and execution.

Canadian oiler HMCS Protecteur (AOR 509) completed a bilateral Canadian/United States Task Group exercise in early October and assumed the duties as the Southern California duty oiler. Coordinated through Commander 3rd Fleet, and Commander Task Force 33, Protecteur's underway replenishment services enhanced bilateral operability

and training between the United States and Canada. The ship concluded its duties with logistical support to USS Ronald Reagan's (CVN 76) certification exercise.

Navy **Cmdr. Louis Costa**, the MSCPAC Combat Logistics Force Logistics Officer, provided a CLO familiarization brief to the Commander 3rd Fleet Logistics Readiness Cell and to three prospective supply officers for ships in the U.S. 3rd Fleet area of operations. The MSCPAC CLO is an active training partner in the prospective supply officer training pipeline. In addition, Costa conducted CLO pre-deployment briefs for the crews of USS Lake Champlain (CG 57), USS Howard (DDG 83) and USS Kidd (DDG 100). Briefing topics included the worldwide CLO concept, current CLF requisition and delivery processes, lessons learned, and the MSC Far East/MS Central CLO points of contact.

MSCPAC welcomes Navy **Lt. Cmdr. Brian Tague**, who assumes the duties of strategic sealift officer. Tague joins the MSCPAC team following duty at the Pearl Harbor Naval Shipyard.

EUROPE/AFRICA • NEWS

U.S. 6th Fleet flagship USS Mount Whitney (LCC 20), which is operated by a combined crew of military personnel and civil service mariners working for Military Sealift Command, got underway in the Mediterranean Sea in mid-October, in support of routine maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of operations. Mount Whitney is homeported in Gaeta, Italy.

USNS Leroy Grumman (T-AO 195) provided replenishment support as the MSC duty oiler in the Mediterranean Sea during October. Grumman conducted 21 replenishments at sea with U.S. Navy and NATO assets, delivering more than 3 million gallons of F-76 fuel; more than 121,000 gallons of JP-5 fuel; and 624 pallets.

USNS Patuxent (T-AO 201) operated in the U.S. 6th Fleet area of responsibility Oct. 1-24. During its time in the region, Patuxent provided fuel to USS Simpson (FFG 56) and USS San Antonio (LPD 17) during underway replenishments.

USNS Laramie (T-AO 23) operated in the Mediterranean Sea Oct. 1-9. During its time in theater, Laramie conducted

four underway replenishments with four U.S. Navy guided-missile destroyers.

USNS Rainier (T-AOE 7) entered the Mediterranean Sea Oct. 20. Rainier conducted underway replenishments with two NATO ships Oct. 28 and USS Nimitz (CVN 68) Oct. 29.

USNS Bruce C. Heezen (T-AGS 64) departed the region Oct. 1 after several months of operations off the East Coast of Africa.

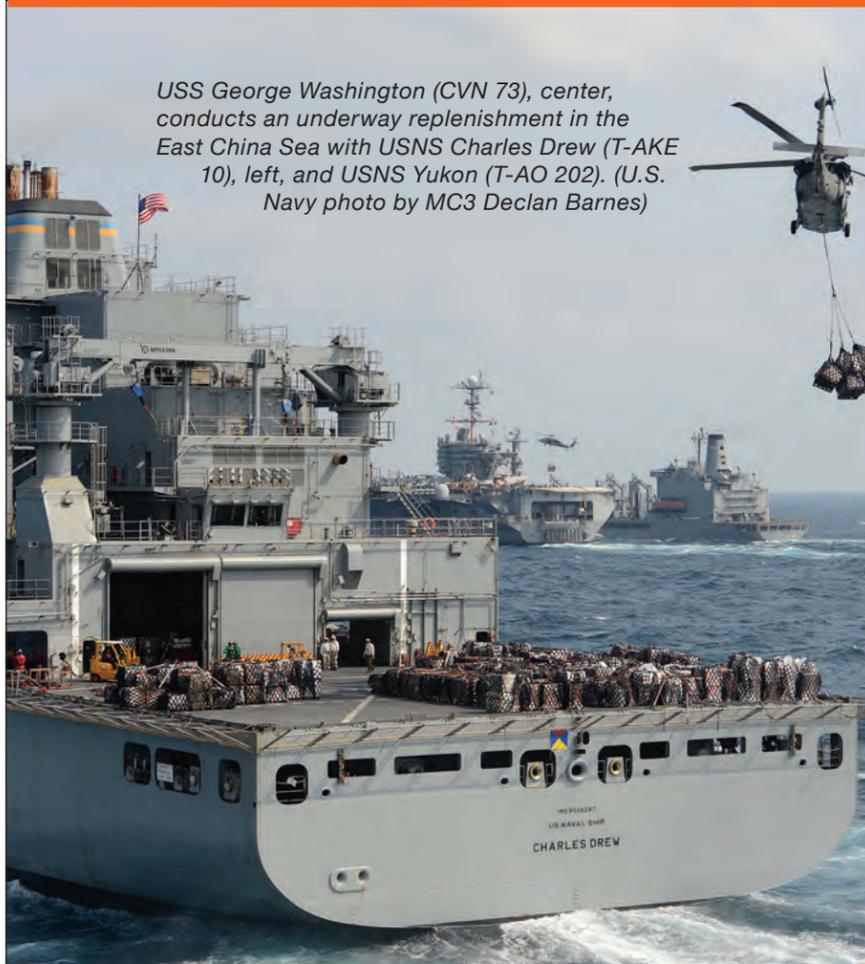
MSCEURAF/CTF-63 congratulates aviation warfare/surface warfare **Petty Officer 1st Class Charles Duckworth** on his retirement. The command recognized Duckworth's 20-year military career at a retirement ceremony Oct. 8 at Naval Support Activity Naples, Italy. U.S. 6th Fleet **Master Chief JoAnn Marie Ortloff** served as the event's guest speaker and Navy **Capt. John Rinko**, commander, MSCEURAF/CTF-63, presented Duckworth with end-of-service awards.

MSCEURAF/CTF-63 welcomes **Shaun Kanak**, marine transportation specialist; **Patricia Battin**, office of counsel; and Navy **Lt. Lindsay Conte**, Reservist coordinator.



USNS Leroy Grumman (T-AO 195), bottom, conducts an underway replenishment in the Mediterranean Sea with U.S. 6th Fleet flagship USS Mount Whitney (LCC 20). (U.S. Navy photo by MC1s Collin Turner)

USS George Washington (CVN 73), center, conducts an underway replenishment in the East China Sea with USNS Charles Drew (T-AKE 10), left, and USNS Yukon (T-AO 202). (U.S. Navy photo by MC3 Declan Barnes)



FAR EAST • HAILS

Off the coast of Saipan Oct. 13, Navy **Capt. Leonard Remias**, commander, Maritime Prepositioning Ship Squadron Three, and squadron staff members joined the crew of USNS 2ND LT John P. Bobo (T-AK 3008) in a ceremony to mark the 238th birthday of the U.S. Navy.

In typical naval tradition, the youngest crew members, Navy **Ensign Ben Nichols** and Bobo's **3rd Mate Kirby Alford** joined Bobo's eldest crew members, **Medical Services Officer Victor Toribio** and **Able Boatswain Ralph Clark** in cutting a ceremonial cake aboard the squadron's flagship vessel.

"Today, we celebrate the service and sacrifice of our Sailors and Mariners who are instrumental to both our rich heritage and war fighting effectiveness," Remias told the crew at the ceremony.

Remias and MPS Squadron Three staff members attended an Armed Forces Committee meeting at the invitation of the Saipan Chamber of Commerce Oct. 23. In his address to the audience, Remias spoke about the squadron's assets and mission in the Western Pacific.

MPS Squadron Three staff members participated in a 'walk-a-thon' event to raise funds for Saipan's Sister Remedios Early Childhood Development Center. Staff members then participated in a fund-raising event, sponsored by the Saipan Rotary Club, to upgrade a local children's park on Saipan. Both events

took place Oct. 26.

Bobo earned the Jones F. Devlin award – a safety achievement award presented by the Chamber of Shipping of America – for operating five consecutive years without a lost time injury. Established in 1968, the Jones F. Devlin award publicly recognizes the skills and dedication of the men and women in the maritime industry who are responsible for safe vessel operations.

During an award ceremony held at MSC Far East headquarters in Singapore, Military Sealift Command Far East commander Navy **Capt. Jim Hruska** presented Navy **Lt. Cmdr. John Sicinski**, a Reserve Strategic Sealift Officer, with the Navy and Marine Corps Achievement Medal recognizing his outstanding tour as chief staff officer of MSC Expeditionary Port Unit 102. Hruska spoke about Sicinski's contributions to successful port operations during major theater exercises Freedom Banner 2012 in South Korea and Cobra Gold 2013 in Thailand. EPU 102 is based in the Bronx, N.Y.

MSC Office Okinawa welcomes **Boatswain's Mate 2nd Class Quincy O'Bryant**. Ship Support Unit Guam welcomes **Boatswain's Mate 1st Class Bertram Bonadie**. MPS Squadron Two welcomes **Logistics Specialist Chief Erwin Rempola** who relieves **Logistics Specialist Chief Rommel Logan**.

COMPASS • HEADING

Navy **Rear Adm. T.K. Shannon**, commander, Military Sealift Command, was aboard USNS Robert E. Peary (T-AKE 5) in early October to honor the ship's food service department for its receiving the David M. Cook Award for food service excellence. The award is named for Capt. David M. Cook who was MSC director of logistics from 1995-1998.

Logistics, contracting and legal personnel participated in an MSC Requirements Processing Summit held Oct. 9 at Naval Station Norfolk's Ely

Hall. Presentations covered open/commercial source procurement, material inspection, transportation, sole source requirements/competition, government purchase card, simplified acquisition and ship repair.

In honor of National Disabilities Employment Awareness Month, MSC Norfolk's equal employment opportunity personnel hosted a program Oct. 31. Logistics Specialist Robert Stailey spoke at the event, themed "Because We Are EQUAL to the Task"

Deputy Director Frank

MSC Washington celebrated National Hispanic Heritage month Nov. 14. The **Honorable Juan Garcia**, assistant secretary of the Navy (Manpower and Reserve Affairs), served as the keynote speaker and discussed the value of diversity throughout the U.S. Navy. **Eileen Roberson**, director, Total Force Management, championed the event.

Navy **Cmdr. Marc Lederer** relieved Navy **Capt. Greg Hilton** as the commanding officer of the MSC Navy Reserve Unit during a ceremony held Nov. 17 at the Washington Navy Yard.

"It has been a great pleasure to be part of the MSC team for a second time," Hilton said. "MSC embodies the one Navy ethos that makes no distinctions between the Reserve component and active component, and integrates that ethos into its mission planning. I have had a great team of Reservists and together we have been privileged to work for one of the Navy's finest organizations. Many thanks to the MSC leadership, the operational support team, Col. [Craig] Jorgensen and his team and countless others across the enterprise."

"While this is my first tour within the MSC community, I find that my previous assignments all had connections to the operational MSC force: Maritime Prepositioning Force planning; OPLAN execution during

exercises in the Pacific Command area of responsibility; humanitarian assistance and disaster response across the globe; and through strategic employment as a part of the navy's global response. Simply put, MSC delivers," said Lederer.

Air Force **Maj. Steven Wick**, operations, received a General Ronald R. Fogleman Award, which recognizes the top Advanced Studies of Air Mobility graduate. ASAM is an Air Force-sponsored graduate degree program taught at the USAF Expeditionary Center delivered in partnership with the Air Force Institute of Technology program. Sixteen officers are selected to attend, each receiving a master's degree in logistics and air mobility upon completion. Each student must also complete an intensive graduate research project sponsored by a senior officer who often has major impact on mobility operations.

MSC Washington bids farewell to **Yeoman 2nd Class Erika Castillo**, maritime forces and manpower management; Navy **Lt. Cmdr. Jason Nunez**, operations; **Haile Tekele**, command, control, communications and computer systems; and **Leonard Supler**, office of counsel.

The command welcomes **Carly Cohen**, office of counsel, and Navy **Lt. Cmdr. Trevor Ellis**, operations.



Air Force Maj. Steven Wick, center left, receives the General Ronald R. Fogleman Award. (Photo courtesy of Wick)



Navy Rear Adm. T.K. Shannon, commander, MSC, presents the Capt. David M. Cook Food Service Award to USNS Robert E. Peary's (T-AKE 5) food service team (U.S. Navy photo by Bill Cook)

Cunningham, CIVMAR Manpower and Personnel, announced the resumption of scheduling required civil service mariner training in the wake of the recent federal government shutdown. As October ended, small arms and firefighting training was back on schedule at both Training Center East and Training Center West.

Fair winds and following seas to **Purser Linda Cardona**, **1st Radio Electronics Technician Michael Cochlin**, **Ordinary Seaman Darlo Dizon**, **Chief Engineer Christopher Johnson**, **Able Seaman Thomas Lewis**, **1st Radio Electronics Technician Keith Linsley**, **Able**

Seaman Florencio Mendoza, **Ship Communications Officer Bruce Miller**, **3rd Assistant Engineer Bruce Mounier**, **Able Seaman Manolo Olea**, **Able Seaman Larito Soson**, **Boatswain's Mate James Staff** and **2nd Cook Ernesto Valecruz** as they retire. Thank you for your service.

MSC regrets to note the passing of **Boatswain's Mate Gregory Brunson** and **3rd Officer Brian Egan**. We send condolences to their families.

Merit promotion, training, travel, medical, payroll, and employee benefit information for CIVMARs is now available at www.sealiftcommand.com.

Safeguard completes CARAT Cambodia

Thoughts from Chief Warrant Officer 3 Mike Miller

The following blog post is written by Chief Warrant Officer Three Mike Miller, the officer-in-charge assigned to Mobile Diving and Salvage Unit (MDSU) One. Divers worked off USNS Safeguard (T-ARS 50), which arrived in Cambodia Oct. 22 as part of the annual exercise series Cooperation Afloat Readiness and Training.

We're now in our fifth full day of bilateral training with divers from the Royal Cambodian Navy (RCN).

At the Royal Cambodian Navy base of Ream, where the bulk of the training has taken place to date, we're making significant strides in sharing best practices and techniques in dive and salvage operations. I am extremely pleased with how things are progressing and the RCN divers are very keen to learn.

Primarily, we're training RCN divers to dive using the self-contained underwater breathing apparatus, also known as "SCUBA."

In shallow waters with clear visibility, we're focusing on a variety

of in-water proficiencies including mask clearing procedures, equipment recovery and buddy-breathing techniques. Overall, the RCN divers are becoming more confident in the water with each evolution.

Prior to the at-sea dive exercise, we held classroom training where we covered a variety of topics including familiarity with dive equipment and maintenance. The RCN divers seemed to enjoy the hands-on training.

Training resumes Monday aboard Safeguard for the remainder of the exercise. Safeguard and embarked divers from Mobile Diving and Salvage Unit One, Company 1-3, are visiting the Cambodian port of Sihanoukville to conduct a dive exercise with counterparts from the RC. Sihanoukville has a population of about 200,000 and is located on the Gulf of Thailand about 115 miles from Cambodia's capital city of Phnom Penh.

The dive exercise is part of the Cooperation Afloat Readiness and Training (CARAT) exercise—a



A U.S. Navy diver assigned to Mobile Diving and Salvage Unit One plays the role of an injured diver during a classroom training event. (U.S. Navy photo by CWO 3 Mike Miller)

five-month-long series of maritime training exercises between the U.S. Navy and naval forces from Bangladesh, Brunei, Indonesia, Malaysia, the Philippines, Singapore, Thailand and Timor-Leste. Safeguard's civil service master Capt.

Ed Santillan describes the exercise as "an event designed to build interoperability and strengthen relationships between the U.S. and Cambodian navies." The exercise began last week and continued through early November.

Final experiences wrapping up the CARAT mission

Safeguard completed a highly successful dive exercise with counterparts from the Royal Cambodian Navy the first weekend of November. Safeguard Chief Mate Phillip Gregory and Mobile Diving and Salvage Unit One, Company 1-3, officer-in-charge Chief Warrant Officer Mike Miller share final thoughts on their experiences during CARAT.

Chief Mate Phillip Gregory:

As the exercise came to an end, "Team Safeguard" visited the Ream elementary school near Sihanoukville, Cambodia, where we participated in a very rewarding community service project.

Navy CIVMARs and divers joined "Seabees" from Naval Mobile Construction Battalion Three in constructing volleyball courts at the school.

Prior to our arrival, there was only one volleyball court at the school, which was in very bad shape. Our team dug up and moved the existing court and then built two new courts. We also delivered much needed administrative supplies to the school donated by the U.S. Embassy in Phnom Penh.

Overall, Safeguard's CIVMAR crew performed superbly in supporting both U.S. and Cambodian navy divers throughout the exercise. We operated shipboard cranes and rigid-hull, inflatable boats for dive missions and made sure engines were running to supply power for the recompressions chambers, shipboard lighting and compressors used to make air for the dives. Our Steward department worked long hours to ensure all those embarked, including the Cambodian navy divers, were well fed and ready to complete the mission.

I am very proud of our team's efforts during this vital exercise. Equally important, I think we made partnerships here that will serve our Navy and our nation well into the future.

Chief Warrant Officer 3 Mike Miller:

The RCN divers vastly improved their skill-set as highly proficient divers

because of the success of this exercise. We conducted final practical pier and ship hull inspections which further



Navy personnel help construct a volleyball court at a local school. (U.S. Navy photo by Chief Mate Phillip Gregory)

validated the skills learned from the previous seven days of SCUBA (Self Contained Underwater Breathing Apparatus) dives. We also completed a SCUBA maintenance class where each diver was able to view and assemble a SCUBA air regulator. Next, we conducted an unmanned recompression chamber demonstration where each RCN diver was permitted to operate the recompression chamber.

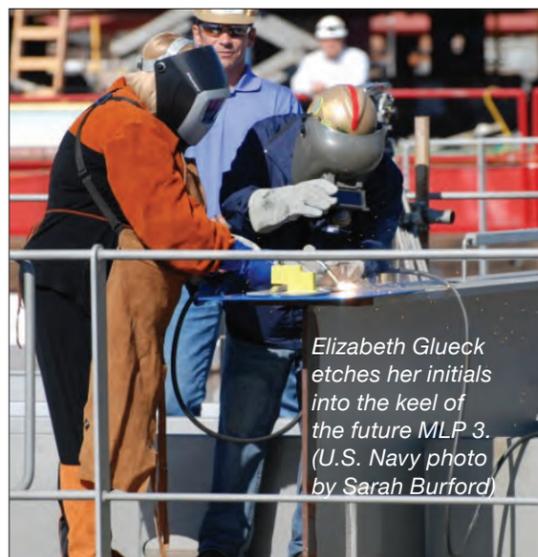
In the classroom and in the water, we focused on a variety of proficiencies including mask clearing procedures, how to recover a lost regulator and buddy-breathing techniques. We conducted training in underwater bottom search techniques, familiarity with dive equipment and maintenance, dive medicine, and training in proper use of a stretcher to transport an injured diver. We discussed how to respond to a variety of emergency situations while using SCUBA equipment.

CARAT Cambodia is now officially over but the legacy we leave behind us will last for years to come. We look forward to the next opportunity to work here again.

Third mobile landing platform keel laid in San Diego

The following blog post was written by Sarah Burford, MSC Pacific public affairs.

The keel laying for our Navy's third mobile landing platform, USNS Lewis B. Puller, occurred at the General Dynamics NASSCO shipyard in San Diego Nov. 5. MLP 3 is named in honor of Marine Corps Lt. Gen. Lewis B. "Chesty" Puller, Jr., a well-known military leader who fought insurgents in Haiti and Nicaragua, and participated in some of the biggest battles of World War II and the Korean War. He is known as one of the most decorated Marines, and the only Marine to be awarded five Navy Crosses.



Elizabeth Glueck etches her initials into the keel of the future MLP 3. (U.S. Navy photo by Sarah Burford)

In a time-honored Navy tradition, Elizabeth Glueck, wife of Lt. Gen. Kenneth Glueck, commanding general of the Marine Corps Combat Development Command, served as the keel laying authenticator. As her duties dictated, Mrs. Glueck welded her initials into the keel plate, which is permanently affixed to the ship's keel and will remain with the vessel through its time in service.

"It's truly an honor and a thrill to be a part of the creation of this great ship. This is the most exciting

thing I have done in my 36 years of association with the Marine Corps," said Glueck.

Lewis B. Puller is the first MLP afloat forward staging base (AFSB) variant, further enabling the capability to transfer vehicles and equipment at sea while meeting AFSB operational requirements such as airborne mine countermeasures and special operations forces missions.

At 837 feet long, each ship displaces more than 80,000 tons when loaded; the ship will have a maximum speed of 15 knots and range of 9500 nautical miles.

Puller is expected to deliver to our Navy in 2015.