

SEALIFT

Our U.S. Navy's Military Sealift Command

READY?

You bet!



INSIDE the July 2013 Issue — New JHSV names announced • Faces of MSC: Fleet readiness

Good communication & stewardship

The following column originally appeared on Military Sealift Command's official blog and is written by Rear Adm. T.K. Shannon, commander, MSC. It makes three points concerning MSC's shipmates and future as the admiral begins his first year at the helm of our world-wide organization.

As our adventure together begins, here are three points to bear in mind. Our mission is to keep our ship on a steady course through the potentially stormy seas of change, sequestration and budgetary constraints.

First, don't expect any drastic changes - keep doing the excellent job you already are. I want to learn our system, feel the pulse of our command, understand why MSC enjoys the reputation for excellence that it does. Our MSC brand is strong, and I know it was built on your backs. Everywhere I go, the feedback I get is that MSC is a strong organization! I will tap into that talent and expertise.

Speaking of feedback - it's the breakfast of champions! I believe in collaboration and teamwork, and that means two-way communication - good, clear communication. The key is to also make it constructive communication. We should all



Navy Rear Adm. T.K. Shannon, left, speaks with participants in the Korean Flag Shipping Working Group Conference, which took place in Washington, D.C., June 10-13. (U.S. Navy photo by Barry Lake)

be willing to tell each other when an idea is good, and when it's not, and we should be able to do that without offending shipmates. We can't help each other make our MSC even better than it already is unless we're all willing to give and take. Make no mistake - the helm makes the final decision, but only after everyone gives their best advice.

Finally, in this era of restrained budgets, sequestration and constantly looking for ways to cut costs without adversely affecting our mission, we are all stewards of our taxpayer's dollars. And since we all pay taxes, it's in our own best interests to be the best stewards we can be. Let me share an example. Once upon a time I was new

in a job and I inherited a Navy sedan that came along with the job. At the time the car was five years old and had only 4,000 miles on it, indicating a usage rate of only 800 miles per year! I don't know of many small business owners in our country who can afford a vehicle in their business fleet that they only use for 16 miles per week.

Having thought that through, we did the right thing. We turned the car into the motor pool so it could be more effectively used by someone who really needed it. After that, when we needed a car for official business, we checked one out of the motor pool. For some of us, we may need to guard against a sense of entitlement (e.g., I am a big shot now; I deserve a car.) and when we spend our Navy's money, we should ask ourselves how would we act if it was our own personal money, because, in a sense, it is.

Our Chief of Naval Operations says our Navy will be "where it matters, when it matters." That means our MSC mariners, Sailors and Navy civilians will be there, too. It's what we do. Our team delivers. It is an honor to serve with you!

Thanks for your service,

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

MSC's vital role in our Navy

The following column originally appeared on Military Sealift Command's official blog and is written by Rear Adm. T.K. Shannon, commander, MSC. Taking a leaf from the Chief of Naval Operations' playbook, Shannon explores our Navy's core messages and what our MSC mariners, Sailors and Navy civilians bring to the fight in support of our Navy, our nation's maritime force.

Chief of Naval Operations Admiral Jonathan Greenert's sailing orders contain three simple, but critical core messages for us all.

First, our Navy protects and defends America on the world's oceans. That's our primary mission, and we at MSC provide the combat logistics that allow our Navy combatants to remain forward deployed, ready to face any aggressor. Besides delivering the food, fuel, spare parts and munitions our warfighters need

through our MSC Combat Logistics Force program, our mariners, Sailors and Navy civilians also provide towing, rescue and salvage, cable-laying and repair, command and control, submarine logistics support and hospital platforms to our fleet through our Service Support program. We are proud to be an integral part of our Navy.

The second core message is all about operating forward. We operate forward to protect and defend American interests. Our MSC part of that deployment strategy provides bulk fuel and equipment movement, along with high-speed transport of our Marines' combat units and their equipment for training and contingency, all through our Sealift Program. USNS Spearhead, JHSV 1, is our newest first-in-class ship to support this capability. Sister ship USNS Choc-

taw County, JHSV 2, was delivered to MSC June 6 and is undergoing crew qualification and capabilities training at Pensacola. With their austere port, high-speed and amazing cargo-carrying capabilities, these two ships mark the beginning of a new era in support for our Navy and Marine Corps combatants in the littorals around the globe. We'll write new chapters in our Navy and MSC history this year, and the legend will grow as more of these incredible ships join our Navy fleet.

Our CNO's third core message is that our Navy is ready - ready to defend America at all times, ready to face any situation or contingency - always ready. All our mariners, Sailors and Navy civilians at MSC are part of our Navy's global force for good, always ready to deliver, where it matters, when it matters. Whether it's our Special Mission Program's submarine and special warfare ships providing screening and deep submergence support, or our oceanographic survey ships gathering ocean bottom data to make sailing safer for all mariners, our shipmates are ready. It could be underwater surveillance, missile telemetry and tracking, or navigation test support. It could be repositioning our armed forces' combat gear at sea, near the world's potential hotspots. Our shipmates make a difference every day, and I'm proud to lead this fantastic organization. Whatever the task, our MSC mariners, Sailors and Navy civilians help our Navy and our DOD to be always ready, always on watch, always vigilant. It's what we do.



USS Nimitz (CVN 68) and USNS Rainier (T-AOE 7) transit alongside each other to conduct an underway replenishment in the South China Sea. (U.S. Navy photo by MC3 Class Raul Moreno Jr.)

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SMART inspection keeps Byrd ready

Military Sealift Command thoroughly inspects each Navy ship it operates once every five years. The process, called Ship Material Assessment and Readiness Testing, ensures that vessels are fully functional and operate safely. MSC is the only Navy entity to inspect its own ships – an authority and trust delegated by the Navy's Board of Inspection and Survey, which assesses the condition of ships across the fleet. USNS Richard E. Byrd (T-AKE 4), a West Coast-based dry cargo/ammunition ship, is undergoing a SMART inspection this week. The following blog post highlights some important features of the process.

Like any procedure, a SMART starts with assembling a crack team of experts. The team's senior leaders come from MSC's engineering directorate, with a civilian SMART coordinator and two U.S. Navy officers. As needed, representatives are selected to conduct specific tests within their areas of expertise, so that each major feature of the ship – like main propulsion – is vetted. Usually, the team includes about 20 of these experts, drawn from around MSC. Before traveling to Byrd, the inspection team preps test plans that cover each discipline and describe how tests will

be performed, and how to collect and assess data.

Once aboard Byrd, the team starts two days of testing in port, doing a laundry list of checks including safeties that ensure all alarms are up and running. The safeties are particularly important for the next phase of tests at sea, when alarms will alert the Byrd's crew if any test overtaxes the ship. While in port, the team also looks at major systems to make absolutely sure Byrd can get safely underway to sea. After completing initial assessments, the senior SMART leaders brief Byrd's captain and chief engineer. They make sure that any minor deficiencies are corrected, and the ship sails out of port.

On the open water, Byrd runs a series of tests mandated by the Navy and Coast Guard that are designed to verify every system



Robert Johnston, part of the SMART inspection team, performs a thermographic inspection of electrical gear aboard USNS Richard E. Byrd (T-AKE 4). MSC inspects each Navy ship it operates once every five years to ensure that every vessel is materially ready. (U.S. Navy photo)

responds the way it's supposed to, in the required time frame. Testing includes a full-power run, anchor drop test and steering test, which includes examining how quickly Byrd's rudder responds to the controls, foam fire fighting and countermeasure

wash-down systems.

"Through this inspection, we ensure that our ships are materially sound and ready to face the hazards of the sea and the mission placed upon them," said Dave Lehy, MSC's SMART coordinator.

Healthy Heart is ready to implement



The food service staff aboard USNS Richard E. Byrd (T-AKE 4) prepare lunch. Soon, Byrd and other civil service mariner-crewed ships will begin to implement new menus and nutritional training. (U.S. Navy photo by Roberta Jio)

Military Sealift Command's Healthy Heart Program is a systematic approach to healthy eating aboard U.S. Navy ships crewed by civil service mariners. The program stems from the 50 strategic initiatives for employee well-being introduced in 2010, which included providing CIVMARs with food choices that allow them to eat healthier aboard ship. The following blog is written by Roberta Jio, MSC's Foodservice Community Manager:

Great news! Approval's been given to implement the Healthy Heart Program across all civil service mariner-crewed ships.

A two-person team – including me – developed the program and menus, which were tested last year aboard USNS Supply (T-AOE 6) and USS Ponce (AFSB(I) 15).

My food service team will begin

contacting ships to schedule training, which will occur right aboard your ships. The Healthy Heart Deployment Team consists of an executive chef and dietician. Training includes a hands-on course for shipboard cooks who will prepare the new recipes, and a nutrition course for crew members on how food choices relate to health, and how the heart-healthy menu plays a role. The number of training days depends on a ship's size and number of crew members, so fleet ocean tugs will receive four full days, while our larger ships will receive 10 days.

My team plans to implement the program aboard ships located on the East Coast first, followed by ships located on the West Coast, and then on ships in U.S. 7th Fleet, U.S. 5th Fleet and U.S. 6th Fleet.

Faces of MSC: Theresa Aranas

The following story originally appeared as a blog post written by MSC's dedicated human resources staff, and is part of a series focused on jobs at MSC – recruiting and retaining our talented workforce. This post highlights one MSC employee's commitment to fleet readiness during May's Asian-Pacific heritage month.

Theresa Aranas began her career with MSC in 2005 and now serves as a marine transportation specialist and readiness assistant, a position she started in 2010.

In her current role, Theresa is responsible for managing the readiness reports for MSC ships. Theresa and her teammates review all readiness reports and train civil service mariners, contract mariners, military and civilian staffs on proper readiness reporting criteria. Working with mariners and getting their feedback to implement improvements is the most rewarding aspect of her job.

In her eight years with MSC, Theresa has worked alongside, and learned from, ashore and afloat subject matter experts in each MSC field or department. This hands-on experience has provided her with a core understanding of the MSC mission. For her, MSC is a never-ending learning experience and that she learns something new every day.

Theresa embraces the leadership and mentoring that occurs at MSC. In her words, "there is no better way

to learn and become an effective leader than to have a mentor who motivates and guides you to grow and fulfill your career goals. MSC's leadership provides great opportunities to their employees to help them develop their skills as future leaders."

According to Theresa, the people at MSC are our key to success.

Her advice for job-seekers? "Have the determination to learn and understand the many aspects of MSC."



Theresa Aranas

Military Sealift

making our Navy ready, wherever.

U.S. merchant mariners have always been ready where it matters, when it matters. Today they continue that proud tradition by operating forward in support of our Navy's warfighters. National Maritime Day was May 22 and this week, we're celebrating the thousands of civilian mariners who support our freedom as part of YOUR Navy's Military Sealift Command. These men and women are vital to our readiness, truly making our Navy ready wherever and whenever called upon. The following stories were originally posted in May on MSC's official blog, <http://mscsealift.dodlive.mil>.

1 The Navy's first-ever mobile landing platform, USNS Montford Point, was delivered in San Diego, Calif., May 14 and is expected to be operational in fiscal year 2015. The MLP class belongs to MSC's Maritime Prepositioning Ship Force as a mobile sea-base option that provides our Navy fleet with a critical access infrastructure supporting the flexible deployment of forces and supplies. Contract mariners under charter to MSC will operate and navigate the MLP ships on behalf of the Navy and Marine Corps.

"The MLP ship class fills a critical role by enabling U.S. forces to be delivered safely and effectively around the world using mobile, sea-based strategies in areas where secure harbor facilities ashore are not readily available. By remaining at sea as floating, logistics support bases, these ships enhance the independence of U.S. forces to operate near global hot-spots without entering their ports," said Tim McCully, deputy commander, Military Sealift Command Pacific.

Designed to increase inter-theater agility, the MLP is ready to support our warfighters wherever and whenever needed. MLP is a highly flexible ship class that provides logistics movement from sea to shore supporting a broad range of military operations.

Leveraging float-on/ float-off technology and a reconfigurable mission deck to maximize capability, the MLP provides a seagoing pier when access to on-shore bases and support are unavailable. The platform includes add-on modules that support a vehicle staging area, vehicle transfer ramp, large mooring fenders and up to three Landing Craft, Air Cushioned vessel lanes to enhance its core requirements.

Notably, the MLP can operate up to 25 miles from shore and transfer equipment at sea with 1.25-meter waves and when its mission deck is removed, it can serve as a semi-submersible platform, offering salvage and point-to-point capabilities as well.

83,000-ton vessels can potentially move ships as large as a Navy destroyer.

General Dynamics NASSCO was awarded a contract for the design and construction of MLP 1 and MLP 2 on April 27, 2011. Another contract was subsequently awarded for MLP 3 on Feb. 26, 2012. A separate contract was awarded to Vigor Marine LLC, of Portland for the emission set (Core Capability Set) in November 2011. Vigor Marine will install core capability set items about three months after each ship's delivery. This installation includes a raised vehicle deck (25,000 sq. ft.), a vehicle transfer ramp, and LCAC lanes and service connects (fuel, water, air).

Fabrication on the second ship, USNS John Glenn, began in 2012 and an operating contract for the first two ships was awarded to Ocean Ships, Inc. of Houston on Dec. 6, 2012.

USNS Montford Point (MLP 1)

- Keel laid – Dec. 19, 2011
- Christened in San Diego – March 2, 2013
- Completed builder's trials – March 20, 2013
- Completed acceptance trials – April 19, 2013
- Delivered to MSC – May 14, 2013
- Mission capability installation – September-December 2013
- Navy and Marine Corps Operational Test and Evaluation – 2014

USNS John Glenn (MLP 2)

- Keel laid – Dec. 4, 2012
- Expected delivery – March 2014
- Mission capability installation – August-November 2014



Sailors attach a pendant to the cargo hook of a Super Puma helicopter. (U.S. Navy photo by MC3 Daniel Meshel)



Civilian mariners stage supplies for a replenishment at sea. (U.S. Navy photo by MC3 Anthony Johnson)



A Sailor directs a helicopter, assigned to the amphibious transport dock ship USNS Richard E. Byrd, during vertical replenishment. U.S. Navy photo by MC3 Harrison.



HSV-2 Swift is loaded with humanitarian supplies. (U.S. Navy photo by MC1 Kim Williams)



HSV-2 Swift. (U.S. Navy photo by MC2 Adam Henderson)



Command

er and whenever called upon



One of the 20,000 Marines to receive basic training at Montford Point between 1942 and 1945. (U.S. Navy photo by MC 2 Benjamin Crossley)

2 The ships of our Navy's Combat Logistics Force make it possible for combatant ships to stay forward deployed, protecting America's interests worldwide. These 31 vessels are the logistics backbone of the fleet, delivering the gas, guns and groceries that allow ships at sea to remain on station for extended periods.

Supplies move from CLF ships to combatant ships by several processes known collectively as underway replenishment. One type of UNREP is the connected replenishment, during which dry cargo and fuel are transferred along wires or hoses that connect ships sailing side by side at the same speed. Another type of UNREP is the vertical replenishment, where cargo is attached to helicopters that ferry goods between ships.

CLF ships' deliveries are completed where they're needed, when they're needed thanks to their crews of civil service mariners, or CIVMARs. These dedicated maritime professionals are government employees who operate, navigate and maintain every ship in the CLF. CIVMARs typically bring years – sometimes decades – of seagoing experience to the job.

3 As our Navy's first dedicated afloat forward staging base, USS Ponce (AFSB(I) 15) provides flexible capabilities where they're needed to support warfighters in the U.S. 5th Fleet area of operations. Ponce just concluded its participation in the at-sea portion of International Mine Countermeasures Exercise 2013, where 41 nations exercised the afloat staging base concept aboard Ponce and RFA Cardigan Bay (L3009).

Ponce brought a lot to the table during the exercise, which included surface mine countermeasures, mine hunting and airborne mine countermeasures operations. After refit as an interim AFSBI and deployment to U.S. 5th Fleet in June 2012, Ponce added repair 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.

Another major asset is Ponce's hybrid crew, where 165 civil service mariners operate the supply, engineering, deck and navigation departments, while 55 uniformed Navy personnel manage the combat systems, operations, communications and anti-terrorism/force protection departments.

Ponce's continued, successful service operating forward for our Navy is a testament to the hard work of the team that spearheaded the ship's conversion, and the ship's crew under the leadership of Capt. Jon P. Rodgers.

Mobile landing platform USNS Montford Point (MLP 1). (U.S. Navy photo courtesy of General Dynamics NASSCO)



USNS Montford Point (MLP 1) is christened. (Photo by Steven Whalen, courtesy of General Dynamics NASSCO)

4 "The high-speed vessel Swift mission is not only pushing the envelope on what we can do with this ship but will have a great impact on how the joint high-speed vessel and littoral combat ship will be employed in the future. Our shipmates on Swift are well focused on executing this mission flawlessly." – Rear Adm. Sinclair Harris, commander, U.S. 4th Fleet

High-speed vessel Swift (HSV 2) was an MSC-chartered, non-combatant vessel operated by 17 contract mariners. During humanitarian missions and forward operations, including support to Southern Partnership Station 2013, the contract mariners aboard Swift provided invaluable skills and expertise – they maneuvered and operated the ship making the mission possible by transporting the crew and cargo safely from one destination to the next.

Swift participated in SPS, an annual exercise in the U.S. Fourth Fleet/SOUTHCOM area of responsibility that provides the opportunity for joint operations between partner nations and joint civil military organizations. This mission includes personnel from our U.S. Navy, Coast Guard and Air Force who work alongside the contract mariners representing MSC. During missions like SPS, Swift can carry a detachment of up to 100 service members from all DOD departments and other agencies as required.

Focused on strengthening existing regional partnerships and encouraging the establishment of new relationships through the exchange of maritime mission-focused knowledge and expertise, SPS ensures each participating country is capable of improving their maritime security in the region. It's also designed to strengthen cooperative partnerships in support of our national security and maritime strategy in the SOUTHCOM area of responsibility. Only by communicating and sharing professional expertise with our regional partners can we develop the relationships needed in the event of a crisis requiring a multinational effort, and Swift is the platform that made this critical mission possible.

In May, Swift completed a major milestone, testing the TIF-25K Aerostat (unmanned blimp) and a Puma unmanned aerial vehicle before departing for Key West, Fla., for Operation Martillo, a Countering Transnational Organized Crime mission in U.S. 4th Fleet. Operation Martillo – Spanish for "hammer" – is a United States, European and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along Central America. Once again, Swift supported this major mission as the lead vessel.

Swift's high speed, shallow draft, and cargo and passenger carrying capacities have enabled it to perform a variety of special missions, including previous support to Africa Partnership Station, high-speed logistics missions, tsunami relief in Sumatra, humanitarian assistance and subject matter expert exchanges. Additionally, Swift is equipped with a flight deck for helicopter operations, a stern ramp for vehicle drive-on and drive-off, and has airline style seating capacity for up to 305 passengers.

Following support for SPS, Swift is scheduled for redelivery in late summer 2013, marking the end of its invaluable support to Navy warfighters worldwide.

MSC dry cargo (T-AKE 4), during a MC2nd Class Eddie



(AFSB(I)15) USS Ponce. Navy photo by MC1 Michael Sandberg.



HSV 2 Swift loads humanitarian goods. U.S. Army photo by Sgt. Alan Owens.



ATLANTIC • LINES

Navy **Capt. Dean Vesely**, commander, Military Sealift Command Atlantic, hosted an MSC masters' conference May 30 in Norfolk, Va. The conference provided a forum to share the commander's feedback from the waterfront and his initial visits to some of MSCLANT's outports, as well as to address operations and logistics issues, hurricane preparedness, and combat logistics ship scheduling.

Chartered heavy lift vessel MV Eide Transporter left Naval Station Norfolk, Va., May 24 to deliver three patrol craft to Bahrain.

The annual hurricane exercise HUR-REX/Citadel Gale 2013, held in the Navy's Atlantic area of operations, came to a close May 23. The exercise refreshes and trains personnel and their families, ships, and offices in hurricane preparedness and survival techniques.

High-speed vessel Swift (HSV 2) returned to Norfolk May 24 after a four-month deployment to the U.S. 4th Fleet area of responsibility. Swift successfully participated in the exercise Southern Partnership Station. While deployed, the vessel also participated in Operation Martillo testing counter-drug trafficking technology.

Eight members of MSC's Expeditionary Port Unit 109, based in Jacksonville, Fla., conducted three days of training March 15-17 in Norfolk, Va. The unit members fulfilled training requirements in small arms handling; chemical, biological, and radiological defense; and the mobile sealift operations center van. Small arms training consisted of familiarization with the nine millimeter pistol, gun features and safety, a dry fire run and two live fire runs for qualifications. CBRD training involved detecting and identifying threats, and providing appropriate remediation techniques for each threat. The Reserve unit received hands-on instruction on all of the equipment within the van plus assembled both the antenna tower and satellite dish in order to successfully acquire a satellite signal and commence numerous types of electronic communications.

MSCLANT welcome Navy **Lt. Tanjeia Freeman** who reported for duty May 31 from Everett, Wash., and **Petty Officer 2nd Class Sean Garrett** who reported to MSCLANT May 24 from duty in Sasebo, Japan. Both are assigned to the command's operations department – Freeman as assistant scheduling officer and Garrett as staff duty officer.



Members of MSC's Expeditionary Port Unit 109, based in Jacksonville, Fla., receive training and practice in small arms fire during a three-day training exercise March 15-17 in Norfolk, Va. (U.S. Navy photo by Ron Law)



USNS Laramie (T-AO 203) and USS Kearsarge (LHD 3) conduct an underway replenishment. Kearsarge is the flagship for the Kearsarge Amphibious Ready Group. (U.S. Navy photo by MC3 Sabrina Fine)

CENTRAL • CURRENTS

U.S. Navy Combat Logistics Force ships operating in the U.S. Fifth Fleet area of responsibility completed 91 underway replenishment evolutions in May, including 43 evolutions with coalition, European Union and NATO ships. This vital logistical support provided by the ships of Commander Task Force 53 enabled 5th Fleet combatants to stay at sea and focused on their missions.

The Military Sealift Command Central/CTF-53 team ended May with the successful completion of International Mine Countermeasures Exercise 2013. The exercise, which included more than 40 nations, concluded at U.S. Naval Forces Central Command after two weeks of seminars and training operations in a wide spectrum of defensive operations designed to protect international commerce and trade. USNS Catawba (T-ATF 168), USNS Flint (T-AE 32), USNS Alan Shepard (T-AKE 3) and USS Ponce (AFSB(I) 15) all participated in the exercise. CTF-53 air routers executed transfers of people and parts to the ships involved during the entire exercise period. More than 40 individual flights on a variety of air-

craft moved more than 180 passengers around U.S. 5th Fleet.

After months of planning and coordination, MV BBC Seattle (T-AK 5272) completed its quarterly mission to U.S. 5th Fleet. During the ship's three-week visit, MSCCENT representatives supported the Army's Surface Deployment and Distribution Command as it off-loaded and loaded cargo onto the ship. While BBC Seattle was in Aqaba, Jordan, for off-load, MSCCENT representatives worked directly with Jordanian Armed Forces. MSCCENT was also supported by a NAVCENT dive team which conducted a coalition dive with the Jordanian Navy divers to inspect the pier and tug boats.

MSCCENT and CTF 53 bids fair winds and following seas to Navy **Lt. Cmdr. Alan Greer, Senior Chief Petty Officer Denise Flowers, Petty Officer 1st Class Keith Anderson** and **Petty Officers 2nd Class Michael Jones, Leslie Garcia, Raymond Solis and Mark Ferido**. The command would like to welcome Navy **Lt. Cmdrs. Brian Legan and Larion Cassidy, Chief Petty Officer Dante Castillo, and Petty Officer 2nd Class John Bariffe**.

PACIFIC • BRIEFS

USNS Sioux (T-ATF 171) returned to San Diego May 8 from supporting Deep Sea Web, a two-year joint capability technology demonstration sponsored by the Space and Naval Warfare Systems Center Pacific with participation from Applied Research Laboratories from the University of Texas and the Naval Postgraduate School. The testing is taking place in the Catalina Basin off the coast of Southern California.

Military Sealift Command Pacific, coordinating with Fleet Logistics Centers Puget Sound and Pearl Harbor completed three consolidated supply loadouts in May for three Combat Logistics Force ships in the U.S. 3rd Fleet area of responsibility. In San Diego, USNS Henry J. Kaiser (T-AO 187) received 191 pallets of materials for delivery to the USS Nimitz (CVN 68). In Pearl Harbor, USNS Richard E. Byrd (T-AKE 4) received 771 pallets, also delivered to Nimitz. Also in Pearl Harbor, USNS Guadalupe (T-AO 200) loaded 29 pallets of material for delivery to USS Momsen (DDG 92). The coordination of the loading within such

a short timeframe demonstrates the dynamic capabilities that CLF logistics officers and Global Stock Control contribute to fleet support.

USNS Carl Brashear (T-AKE 7) completed logistics support to Exercise Trident Fury 13 in the Pacific Northwest. Led by the Royal Canadian Navy, Trident Fury is designed to provide mutually beneficial, realistic and relevant training. Brashear supported four Royal Canadian Navy ships, three Canadian Coast Guard ships and three U.S. Navy combatant ships during the exercise period by delivering fuel and dry stores via underway replenishment.

MSCPAC welcomes Navy **Cmdr. Ray Franklin** as the new operations officer. Franklin reports to MSCPAC following duty as the deputy director of the MSC detachment at U.S. Transportation Command. The command also welcomes Navy **Lt. Cmdr. Jason Mackem**. Mackem assumes the position of operations support officer following duty at Naval Ocean Systems Center North Island.

COMPASS • HEADING

In preparation for the annual hurricane season, Military Sealift Command personnel in the Norfolk, Va., area, along with MSC staff in Washington, D.C., took part in a tabletop hurricane preparedness exercise. Staff participants met several times throughout the month of May to – on paper – play out a hurricane scenario.

MSC welcomed 25 newly hired civil service mariners May 6 during a new employee orientation class. Along with entry level steward utility personnel, the class included 3rd officers, operations chiefs, steward cooks, an assistant cook and a refrigeration engineer.

Personnel in Norfolk gathered May 16 to celebrate Asian American and Pacific Islander Heritage Month. Organized by the command's equal employment opportunity office, the event's keynote speaker was Deputy Assistant Secretary, Financial Operations, Office of the Assistant Secretary of the Navy (FM and Comptroller) **Dennis Taitano**.

Twenty civil service mariners, destined for crew assignments to joint high-speed vessels USNS Choctaw County (JHSV 2)

and USNS Millinocket (JHSV 3) and relief crew assignments for vessels of the JHSV program, completed a month-long JHSV crew familiarization seminar May 24. Training occurred in Mobile, Ala.

Congratulations to the civil service mariners selected in May as best qualified for promotion. Of those selected for promotion to 2nd assistant engineer, 49 were on the best qualified list and 22 mariners were selected as best for promotion to 2nd officer.

Fair winds and following seas to **Chief Steward Ruperto Dublada, Health System Specialist Larry East, Engine Utilityman Santos Gonzalez, Able Seaman Teodulo Labbao, Ship Support Manager Charles Maher III, 2nd Officer Eric Ness, Able Seaman Steven Rutherford and Engine Utilityman John Walsh** as they enter onto the retirement roles.

MSC regrets to announce the passing of **Chief Steward Clifford Liferidge** and sends condolences to his family.

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

FAR EAST • HAILS

Military Sealift Command Far East celebrated U.S. National Maritime Day around the area of responsibility in late May.

MSCFE and Ship Support Unit Singapore staff members joined the crew of USNS Pecos (T-AO 197) at Singapore's Sembawang Wharves May 20. Navy **Capt. Jim Hruska**, commander, MSCFE and Pecos civil service master **Capt. Garth Kirk** served as the ceremony's principal speaker held on the ship's flight deck.

"In an age of global economy fueled by marine transportation, there are few in the world not impacted by the maritime industry," said Hruska.

MSC Office Diego Garcia joined Maritime Prepositioning Ship Squadron Two staff members May 24 at Diego Garcia's United Seamen's Service center. MPS Two commander Navy **Capt. Timothy Callahan** served as the ceremony's principal speaker. USNS SGT William R. Button (T-AK 3012) **Chief Mate Kevin Stith** also spoke.

Staff members from MSC Office Okinawa, Japan, joined crew members from chartered tanker MT Maersk Peary (T-AOT 5246) May 17 at Naha's USS center.

MSC Office Korea held a wreath laying ceremony with the master and crew of USNS Red Cloud (T-AKR 313) aboard the ship at Pier Eight

in Busan May 24. Next, MSCO Korea staff members joined Red Cloud, USNS Vice Adm. K.R. Wheeler (T-AG 5001), MV Bernard F. Fisher (T-AK 4396) and USNS Sacagawea (T-AKE 2) crew members for a reception at Busan's USS center.

Hruska presented a Navy and Marine Corps Achievement Medal to Navy **Lt. John Genzler**, MSC Far East's outgoing Special Mission Ship officer, recognizing his outstanding tour with the command.

Civilian **Capt. Peter Wilisch**, prospective master of USNS Loyal (T-AGOS 22) visited MSCFE staff members during a May 29 orientation visit to the command.

Ship Support Unit Singapore Deputy Director **Charlie Maher** retired during a May 29 ceremony held at Singapore's Sembawang Wharves. Maher completed 25 years of service including 14 spent with MSC in Singapore. Fair winds and following seas.

Philip Ketner, MSCFE command counsel, departed the command for the counsel's position at MSC Pacific in San Diego.

SSU Guam welcomes **Logistics Specialist 1st Class Kenneth Hughes**.

The command regrets to report the passing of **Mike Radoye**, a logistics specialist serving at SSU Singapore, and offers condolences to his family.

DC • HIGHLIGHTS



Dennis Taitano - deputy assistant secretary, Financial Operations, Office of the Assistant Secretary of the Navy (FM and Comptroller) - speaks to MSC personnel in Washington, D.C. (U.S. Navy photo by Barry Lake)

Military Sealift Command in Washington celebrated Asian American and Pacific Islander Heritage Month May 21. **Dennis Taitano** - deputy assistant secretary, Financial Operations, Office of the Assistant Secretary of the Navy (FM and Comptroller) - served as this year's principal speaker. Taitano spoke about diversity and inclusion in our Navy, the correlations between Navy traditions and his Guamanian-Chamorro influences and life lesson he has learned through 31 years of federal service.

MSC welcomes **Chief Yeoman An-**

gela Baker, command administration, and **Michael Bell**, contracts and business management. MSC in Washington bids farewell to **Chief Yeoman Amy Broadus**, command administration; **Meghan Patrick Henderson**, public affairs; **Richard Peck**, maritime forces, manpower and management; **Arlyn Penaranda**, operations; and **James Carney** and **Reynold Schuttler**, contracts and business management.

The command regrets to report the passing of **Deborah Cook-Larke**, operations, and sends condolences to her family.



Able Seaman Paul Torres, a civil service mariner aboard USS Frank Cable (AS 40), mans the helm during sea and anchor maneuvering in Guam. (U.S. Navy photo by MC3 Chris Salisbury)



Guam Governor Eddie Calvo signs a proclamation May 24 dedicating the day as Guam Maritime Day 2013. The proclamation came during a ceremony at the governor's complex at Adelup, Guam. In the front row, left to right, are Navy Cmdr. Brian Peterson, commanding officer, Ship Support Unit Singapore; Gov. Eddie Calvo; Coast Guard Capt. Casey White, commander, U.S. Coast Guard Guam; Norma Pillman, administrative officer. In the back row, left to right, are John Dennett, Agility Services; Jon Manibusan, Cabras Marine Corp; Bob Kennedy, Guam Shipyard; Leroy Garcia, Gulf Copper Ship Repair; Joe Cruz, Cabras Marine Corps; Leo Rodriguez and Mike Thorpe, Gulf Copper Ship Repair. (Photo courtesy of Gov. Calvo's office)

EUROPE/AFRICA • NEWS

USNS Kanawha (T-AO 196) completed several months of underway replenishment support to U.S. Navy ships throughout the Mediterranean Sea May 31. The ship returns to the United States to conduct a maintenance availability.

USNS Dahl (T-AKR 312) visited Rota, Spain, after concluding its participation in Exercise African Lion 2013, a U.S. Africa Command-scheduled, U.S. Marine Corps Forces Africa- led, joint multilateral exercise. In April, the joint task force consisting of U.S. Marines, Soldiers, Sailors and Airmen were able to conduct modified, joint training for Exercise African Lion 13, demonstrating their ability to adapt to unpredicted circumstances, restore mission essential tasks, build interoperability and create friendships during the remaining days of the evolution.

After completing its maintenance period and associated sea trials, USS Mount Whitney (LCC 20), calibrated its

degaussing system at a French range in the vicinity of Toulon, France.

USNS Pathfinder (T-AGS 60) conducted hydrographic survey operations in theater. The ship visited Reykjavik, Iceland, in early June.

Chartered tanker MT Maersk Michigan, assuming the role of the Mediterranean Sea's duty tanker, transported more than 25 million gallons of fuel throughout the U.S. 6th Fleet area of responsibility.

Chartered cargo ship MV Ocean Titan transited through the Mediterranean Sea, en route to U.S. 5th fleet, to transport a patrol craft to Bahrain.

MV BBC Seattle (T-AK 5272) transited through U.S. 6th Fleet from U.S. 5th Fleet, to conduct cargo operations in Northern Europe.

The command bids farewell to **Kim Dixon**, public affairs, and welcomes **Meghan Patrick Henderson**, public affairs.



A civil service mariner launches a helicopter from USS Mount Whitney (LCC 20) in the Mediterranean Sea. (U.S. Navy photo by MC1 Collin Turner)

JHSV 2 delivered; Millinocket launched

The first week of June represented a big week for our joint high-speed vessel program. Austal USA delivered USNS Choctaw County (JHSV 2) June 6 to our Navy's fleet at their shipyard in Mobile, Ala.; launched USNS Millinocket (JHSV 3) at the same shipyard, and Secretary of the Navy Ray Mabus announced names for three more ships in the class: USNS Yuma (JHSV 8), USNS Bismarck (JHSV 9) and USNS Burlington (JHSV 10).

The following is an excerpt from the Navy's announcement highlighting the delivery of Choctaw County:

JHSV 2 successfully completed acceptance trials in May, when the Navy's Board of Inspection and Survey evaluated performance of the ship's major systems and equipment. Delivery represents the official transfer of the ship from the shipbuilder to the Navy.

"This ship is delivering just six months after the first ship in the class, USNS Spearhead, delivered, a commendable accomplishment for this dedicated Navy-shipbuilding team," said JHSV program manager Capt. Henry Stevens. "With their high-speed, on-load and off-load capabilities and maximized cargo space, these vessels will provide the fleet versatile and flexible capabilities for decades to come."

JHSV 2 will be owned and operated by the Military Sealift Command. Pending the completion of crew move-aboard and familiarization, JHSV 2 will sail away from Austal USA's shipyard later this summer.

"USNS Choctaw County is a welcome addition to our Navy's fleet and we are confident that our civilian mariners are ready to operate this uniquely fast and flexible ship wherever and whenever needed around the world," said Rear Adm. T.K. Shannon, commander, Military Sealift Command.

The following is an excerpt from the Navy's announcement about the suc-



cessful launch of Millinocket:

The third joint high speed vessel is a versatile, non-combatant, transport ship that will be used for fast intra-theater transportation of troops, military vehicles and equipment.

"This launch is an important achievement for the program, as it's the first time the ship has entered the water," said JHSV program manager Capt. Henry Stevens. "Launching signifies a ship is ready to enter into the final phase of construction including test and activation of major equipment such as the propulsion plant."

Millinocket will now prepare for

a series of trials conducted by the shipbuilder, testing overall system performance underway prior to demonstration to the Navy's Board of Inspection and Survey later this year.

The following is an excerpt from DOD's announcement indicating the newest ship names:

Joint high speed vessels are named after small American cities and counties. The future USNS Yuma (JHSV 8) honors the city in Arizona and will be the fourth ship to bear this name. USNS Bismarck (JHSV 9) is the first naval vessel to be named in honor of North Dakota's capital

city. USNS Burlington (JHSV10) is the first to be named for the largest city in Vermont.

JHSV are high-speed transport vessels that serve in a variety of roles for the military branches in support of overseas contingency operations, conducting humanitarian assistance and disaster relief and supporting special operations forces.

Austal USA in Mobile, Ala., will build the three new JHSVs, which will be 338 feet in length, have a waterline beam of 93.5 feet, displace approximately 2,362 tons, and operate at speeds of approximately 40 knots.



Above: Austal USA delivered USNS Choctaw County (JHSV 2) to the Navy June 2 in Mobile, Ala. (Photos courtesy of Austal USA)

Left: USNS Millinocket (JHSV 3) successfully completed its launch at Austal USA's shipyard in Mobile. Construction is currently planned for seven other joint high-speed vessels in the class, including the recently named USNS Yuma (JHSV 8), USNS Bismarck (JHSV 9) and USNS Burlington (JHSV 10).

Conference meets on Korean Flag Shipping Program

The Korean Flag Shipping Program is a part of an active relationship between the United States and Republic of Korea. Formalized in 1981, the program enables Military Sealift Command to assume operational control of up to 59 South Korean-flagged, privately-owned cargo ships in the event of an emergency declared by the ROK government on the Korean peninsula.

Both nations meet each year to ensure sealift assets are available to meet the potentially rigorous demands of resupplying U.S. troops with equipment and supplies. Alternating between locations in the United States and South Korea, this year's Korean Flag Shipping Working Group Conference kicked off June 10 in Washington, D.C. Navy Capt. James Hruska, commander, MSC Far East, is the conference's co-chair. In the following blog post, he discusses the importance of the conference and some topics for discussion this year:

Anyong Hashim Nikka, which is hello in Hangul, the national language of the Republic of Korea.

Today, Military Sealift Command welcomes delegates from the ROK Navy, Ministry of National Defense and Ministry of Land Transportation and Maritime Affairs for the 48th annual Korea Flag Shipping Working Group Conference.

I am honored to serve as this year's co-chair along with my counterpart from the South Korean Navy, Capt.



Navy Rear Adm. T.K. Shannon, commander, Military Sealift Command, greets participants of the Korean Flag Shipping Working Group Conference June 11. (U.S. Navy photo by Barry Lake)

Byung Mo Lee – director, Logistics Plans Division, Deputy Chief of Navy Operations, headquarters, Republic of Korea Navy.

Over the next three days, we have opportunities to build upon the historic partnership between the United States and the Republic of Korea by strengthening defense capabilities, and, perhaps most important, fostering friendships and camaraderie in the spirit of the U.S.-ROK relationship.

The key words "working group" in the title of this government-to-government conference mean just that: Our job, therefore, is not to put a rubber stamp on an existing agreement. Rather, through face-to-face dialogue, we seek initiatives and ideas to ensure this immensely important program is moving in the right direction.

In the event of a real-world crisis on the Korean peninsula, strategic sealift would play a vital role in the

defense of South Korea. The complexity involved in activating up to 59 South Korean-flagged commercial cargo ships in a timely and efficient manner merits regular analysis to better improve the program. In particular, we continually assess the composition of KFS program ships in terms of dry cargo and fuel capacity and recommend changes to improve delivery or close any sealift shortfalls.

As many of you know, Combined Forces Command will transition to U.S. Korea Command in a little less than two years. With this important transition to ROK operational control over forces on the peninsula, we will also discuss how the KFS program may be affected and ensure we keep the program on track.

We will also build upon the successes of action items implemented from previous KFS conferences. A few examples are: Quarterly, one ship in the KFS program is surveyed to ensure it is mission ready. In addition, all KFS ships are required to test their communications systems to ensure they are ready if called upon. Last year, MSC Office Korea reported a 100 percent success rate in communications tests! That is a remarkable achievement. Of course, we'll also review open action items from last year's KFS conference to assess progress.

Katchi Kapshida! This means, "we go together," a Hangul phrase used frequently at U.S. Forces Korea.