

March 2013

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

THE U.S. NAVY'S MILITARY SEALIFT COMMAND

USNS SPEARHEAD



Fast, flexible,
first in class

INSIDE — HSV 2 Swift finishes African deployment • MSC ships depart for Operation Deep Freeze

U.S. Navy photo by Jessica F. Alexander

Potential impact of budgets and sequestration

Editor's note: The information that follows was current at press time in mid-February.

It's hard to ignore the 500-pound gorilla in the room. So I won't. Here's what we know and what we don't know about the future we face in regards to the budget continuing resolution (and lack of an actual budget for fiscal year 2013) and sequestration and the impact they will have on the Navy, and therefore on MSC.

Continuing resolution

First, there's the budget continuing resolution under which we are currently operating. Living under that resolution for a long time is a big problem for the Navy. It forces us to operate under fiscal year 2012 spending levels, so it doesn't fully cover the programs and priorities we submitted to Congress for this year. In fact, it missed the Navy's request by \$3.2 billion. The continuing resolution limits our flexibility to react because it doesn't allow us to transfer funds to operations and maintenance from other accounts like procurement and research to cover the shortfalls.

At the same time, Navy has experienced \$1.4 billion in growth and abnormal expenses for the unplanned increased naval operations in the Middle East, increased fuel costs and unexpected repairs.

For MSC, that means we're following Navy's lead, to include reducing IT costs by up to 25 percent, cutting non-essential travel and conferences (if it's not mission-essential, it's not going to happen), implementing a civilian hiring freeze for shoreside personnel (again, unless it's mission essential), putting all ashore building upgrades and modifications on hold and generally not spending money unless it's critical to the mission. Here at headquarters, we've even adopted a "turn off the lights when nobody is in the room" approach to utility conservation.

All that having been said, we can do this. It won't be easy, but we could make the cuts we need without hurting our workforce, our knowledge base or our capabilities. But there's another issue involved – sequestration.

Sequestration

If sequestration happens, and we should know that by the time you read this, it's a whole different ball game. The Navy faces an additional \$4 billion to \$5 billion in cuts for this year alone – a fiscal year that only has six months left to make the cuts.

You may already have seen Defense Secretary Leon Panetta's announcement cancelling the deployment of aircraft carrier USS Harry S. Truman and guided missile cruiser USS Gettysburg to the Middle East.

Navy will reduce flying hours on Middle East-deployed carriers by 55 percent and ship steaming days by 22 percent. Western Pacific operations will be reduced by 35 percent and non-deployed Pacific ships will cut steaming days by 40 percent. At the same time, naval operations in and around South



U.S. Navy photos by Bill Cook



Civil service master Capt. James White, top right, and Chief Engineer Charles Robertson, bottom left – both of USNS William McLean (T-AKE 12) receive command-at-sea pins from Rear Adm. Mark H. Buzby, commander, MSC.

America will be canceled, and the Navy is going to cut all major exercises, such as Foal Eagle, CARAT, MALABAR, etc.

All this means our fleet replenishment oilers and dry cargo/ammunition ships around the globe won't need to deliver as much aircraft and bunker fuel, which also means that our own steaming days will likely be reduced due to a reduction in the number of customers needing logistics support.

Effect on MSC

In the Combat Logistics Force supporting Pacific Fleet, we could put two fleet replenishment oilers and two dry cargo/ammunition ships in reduced operating status for the remainder of the fiscal year. Two fast combat support ships will also go into ROS. Importantly, we'll keep full crews aboard and keep all regulatory, maintenance and repair, and upkeep issues going on our ROS CLF ships, but we'll save on bunkers and power generation fuel, as well as wear and tear.

As other Navy ships reduce operations, we will we reduce our CLF

operations, putting more ships in ROS, if and as necessary. There will, of course, be fewer overtime hours for CIVMARS on all ROS ships.

In the Special Mission Program, it's possible that we'll put an oceanographic survey ship in ROS.

We don't know about the Prepositioning Program yet. We're in constant touch with the Army, Navy, Marine Corps and Air Force to see if their requirements will change. We're doing "what if" drills with the Marine Corps to try to anticipate, but at the moment, it's a case of wait and see.

The "domino effect" of delivering less fuel could extend to the Sealift Program tankers and the movement of fuel for the Defense Logistics Agency.

Civil service ashore

We're already under a hiring freeze, but expect to receive an exemption for CIVMARS.

If we end up operating under sequestration and a budget continuing resolution, civilian furloughs are a real possibility. One scenario being discussed is furloughing DOD civilians

for 22 workdays, in increments of one day per week for shoreside personnel. Final decisions on this will be made by the White House.

The Total Force Management team is working hard to figure out the specifics of how we'll handle furloughs if they are required and directed. We'll keep you informed.

MSC will still deliver

These are not going to be easy times. Some of our shipmates could end up facing personal hardships that we never expected to see. But we're shipmates. We'll help each other out during these difficult times because that's what shipmates do.

And, no matter what happens, we'll stay true to our word – MSC delivers. That's our commitment to the Navy and the nation.

Sail safe and yours aye,

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

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



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MSC gets underway for Deep Freeze

By Sarah Burford
MSCPAC Public Affairs

Military Sealift Command-chartered container ship MV Ocean Giant departed Port Hueneme, Calif., loaded with nearly 7 million pounds of supplies, such as frozen and dry food stores, building supplies, vehicles and electronic equipment and parts, Jan. 17.

MSC-chartered tanker ship MT Maersk Peary departed the European area of operations in December, with over 6 million gallons of diesel fuel, jet fuel and gasoline.

As of mid-February both ships were underway en route to McMurdo Station, Antarctica, marking the start of MSC's resupply efforts in support of Operation Deep Freeze, the annual Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

During this single mission, MSC-chartered ships deliver 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year.

Maersk Peary arrived in Antarctica first to discharge its fuel cargo, followed by Ocean Giant in mid-February. Ocean Giant is scheduled to off-load its cargo at a 500-foot ice pier that juts out from the Antarctic coast. The cargo will be off-loaded by members of Navy Cargo Handling Battalion One working around-the-clock for eight days. Following the off-load, the ship will be loaded with retrograde cargo for transport



U.S. Navy photo by Sarah Burford

Cargo for Operation Deep Freeze is loaded on board MSC-chartered cargo ship MV Ocean Giant at Port Hueneme, Calif.

off the continent, including ice core samples carried back to the United States in sub-zero freezer containers, as well as trash and recyclable materials for disposal and equipment no longer required on station.

In 2012, unfavorable weather conditions made the ice pier at McMurdo unusable for dry cargo operations. Members of the Army's 331st Transportation Company constructed a floating dock to ensure cargo operations could be conducted.

"Even though we've been conducting ODF missions for many years, every year we have challenges to face," said Tom Brown, MSC Pacific Sealift Prepositioning and Special Mission Team Lead.

"We try to address as much as

possible in the planning phase, but because we are working with Mother Nature, we can't always know what will happen. Because of this, we really have to function as a team, not just within the Navy, but with all the other organizations who participate in this mission, to ensure that we get the critical cargo onto the ice, and on time, to support the people who live and work there," he said.

Due to adverse winter conditions in Antarctica, the ODF mission must take place during a small window of opportunity in the Antarctic summer months of January to March. This can mean tight schedules for everyone involved in the mission, from the ship's crew, to the cargo handlers on the ice, to the mission schedul-

ers in the United States.

"Operation Deep Freeze is a very critical mission for the people who live and work in Antarctica," said Capt. Sylvester Moore, commander MSC Pacific. "Without this resupply mission, all operations in Antarctica would end, and the scientific community would lose the opportunity to conduct research and study not only the continent of Antarctica, but its impact on our global climate."

An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica, which includes passage through a 15-mile ice channel, in places more than 13-feet thick, every year since the station was established in 1955.

Bennett delivers cargo for Cobra Gold exercise

By Edward Baxter
MSCFE Public Affairs

Military Sealift Command-chartered container ship MV Capt. Steven L. Bennett completed cargo operations at the port of Chuk Sa Met, Thailand, delivering more than 520 pieces of 3rd Marine Expeditionary Force cargo Feb. 8 to support exercise Cobra Gold 2013.

MSC transported the cargo to Thailand for the exercise – a large-scale multinational exercise held each year throughout the Kingdom of Thailand – from ports on the Japanese island of Okinawa. MSC routinely charters commercial cargo ships to move U.S. military cargo from port to port.

"MSC is often the first in and last out," said MSC Expeditionary Port Unit 115 executive officer Cmdr. Ross Lee, deployed to Okinawa for the exercise. "We bring in cargo and supplies which enables our forces to operate at their peak capacity."

EPU's are MSC's highly-mobile units which can quickly deploy to a contingency operation, establish port operations and manage the arrivals and departures of cargo ships in port.

Starting Feb. 11, more than 13,000 military personnel from Thailand, Singapore, Japan, Repub-

lic of Korea, Indonesia, Malaysia and the U.S. will fan out across Thailand to participate in the 10-day Cobra Gold exercise, which includes live-fire training, computer-simulated scenarios, and humanitarian and civic assistance programs. This year, military members from Burma are observing the exercise for the first time.

At Okinawa, Reserve Sailors from Honolulu, Hawaii-based Expeditionary Port Unit 115, along with Sailors and civil service personnel from MSC's permanent office on Okinawa, boarded Bennett Jan. 20 at Okinawa's Naha Military port, meeting with the ship's civilian captain, ship's agent, port authorities and customs officials.

Bennett loaded 495 pieces of cargo, including Humvees, heavy trucks, crane trucks, trailers and tracked vehicles. After a short sail to Tengan pier, the remaining cargo, comprising shipping containers and some break-bulk cargo, was loaded aboard. All cargo was loaded by the ship's three heavy-lift cranes.

With all cargo safely stowed, Bennett began the 1,700-nautical mile journey to Gulf of Thailand Jan. 23.

Throughout the cargo deployment mission, MSC personnel worked closely with U.S. Army personnel from Okinawa-based U.S. Army 835th Transportation Battalion and with 3rd MEF logistics specialists.

"Building relationships is a key goal of our Reserve personnel," said operational support officer Charlie Brown, based at MSC Far East headquarters in Singapore. "We must work closely with our partners and host nation personnel in order to be successful."

In Thailand, Sailors from Bronx, N.Y.-based EPU 102 manned a highly-specialized Mobile Sealift Operation Command Center, a portable facility that provides critical commu-

nications equipment for managing port operations even when a port infrastructure is damaged or destroyed.

Bennett arrived at Thailand's Laem Chabang International Terminal Feb. 5, and shipping containers were off-loaded. The ship departed later that afternoon for the short transit to Chuk Sa Met.

From Chuk Sa Met, Marines are deploying cargo to the field for the live portion of Cobra Gold.



U.S. Navy photo by Brian Tully

A U.S. Marine Corps utility vehicle is off-loaded from MSC-chartered ship MV CAPT Steven L. Bennett at Chuk Sa Met, Thailand.

JHSV 1 mak



By Jessica F. Alexander
MSC Public Affairs

Military Sealift Command's first joint high-speed vessel, USNS Spearhead (JHSV 1), made its first port visit to the Port of St. Petersburg Feb. 10.

Congressman C.W. Bill Young, Mayor Bill Foster and other distinguished visitors from City of St. Petersburg joined Rear Adm. John Kirby, Navy Chief of Information and St. Petersburg native, Capt. Sam Norton, commander, MSC Atlantic, and Capt. Doug Casavant, the ship's civil service master, during an arrival ceremony in honor of the ship, its crew and the Navy.

The three-day port call was primarily a working visit and an opportunity for senior officials and military personnel from U.S. Central Command and U.S. Special Operations Command to visit the ship and receive briefings on Spearhead's capabilities.

"I am pleased that the USNS Spearhead, the first in a new class of ships, will make its first official port visit in St. Petersburg this weekend," said U.S. Rep. C. W. Bill Young, the Chairman of the Appropriations Subcommittee on Defense. "The Spearhead affords our nation's military leadership a new ability to quickly transport troops, equipment and supplies where they are most needed, anywhere in the world," he said.

"St. Petersburg is known as a city of firsts with an eye to the future and by hosting this new ship's first official port visit, we demonstrate our support of the military and its commitment to safeguarding our country now and into the future," said Mayor Bill Foster.

Spearhead is designed for rapid, intra-theater transport of troops and military equipment. The ship is a 338-foot-long aluminum catamaran designed for speed, flexibility and maneuverability. The reconfigurable 20,000-square-foot mission bay area can be quickly adapted to support a number of different missions – anything from carrying containerized portable hospitals to support disaster relief to transporting tanks and troops. Spearhead's crew of 22 civil service mariners works for MSC, which operates, navigates and maintains the ship.

"St. Petersburg is Spearhead's first official port visit and it's an honor to be here as the master of this great ship. We have a highly trained, experienced and capable crew to operate and navigate her, and we're excited to be part of MSC & the Navy's future," said Casavant.

Following its brief stop in St. Petersburg, Spearhead transited to Mayport, Fla., for a port visit there before arriving at its final layberth, Joint Expeditionary Base Little Creek, Va., in mid-February.

JHSVs are capable of transporting approximately 600 tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots, and are designed to operate in austere ports and waterways, providing added flexibility to U.S. warfighters worldwide. MSC owns and operates Spearhead, along with the nine other JHSVs that are currently under contract for construction.

Cover: USNS Spearhead (JHSV 1) arrives in St. Petersburg, Fla. The first of 10 Navy joint high-speed vessels, Spearhead is designed for rapid intra-theater transport of troops and military equipment.

Left: Congressman C.W. Bill Young, left, and Mayor Bill Foster present a 'key to the city' of St. Petersburg, Fla., to Spearhead's civil service master Capt. Douglas Casavant and crew, commemorating the ship's first-ever port visit.

Opposite page, top left: Spearhead visits St. Petersburg, Fla., for a three-day, working port visit before transiting to its layberth, Joint Expeditionary Base Little Creek.

Opposite page, top right: Casavant takes Young on a golf cart tour of Spearhead.

Opposite page, bottom: Navy Rear Adm. Craig Faller, seated front, director of operations for U.S. Central Command, and CENTCOM coalition officers tour Spearhead's bridge with Casavant.

Photo courtesy of A. Nestal USA

U.S. Navy photos by Jessica F. Alexander



es first port call



USNS Spearhead facts:

- Built in Mobile, Ala., by Austal, USA
- Designed for rapid, intra-theater transport of troops and military equipment
- Length 337.9 feet
- Beam 93.5 feet
- Draft 12.57 feet
- Displacement (full load) 2,460 long tons
- Cargo Stowage Area 2,000 square feet
- Speed 35 knots
- Civilian crew 22
- Embarked force seating 312

- Delivered to U.S. Navy, Dec. 5, 2012
- Name originally chosen by U.S. Army
- After Spearhead, the nine other JHSV's will be named after U.S. counties or small cities

- Spearhead's sponsor chosen by the Army
 - U.S. Army Chief Warrent Officer Four Kenneth Wahlman, who served 38 years
 - Career included support to Naval Nuclear Power Unit at McMurdo Station in Antarctica, and assisting the launch of the Army prepositioning fleet in 1987
 - Inducted into the Transportation Corps Hall of Fame, July 2004

PACIFIC • BRIEFS

USNS Cesar Chavez (T-AKE 14) arrived at Naval Weapons Station Seal Beach Dec. 21. Chavez is the first of the T-AKE class of ships to moor pierside at the base. The visit demonstrated T-AKE access for future ammunition operations. Chavez is the 14th and final ship in the T-AKE class built at NASSCO in San Diego for MSC.

USNS Benavidez (T-AKR 306) delivered 67 U.S. Army helicopters to Wheeler Army Air Field, Hawaii, Jan. 15-17. The ship moved the helicopters from Fort Gordon, Ga. Following the delivery, Benavidez transited to Portland, Ore., where it delivered two side-port ramps for large, medium-speed, roll-on/roll-off ship Jan. 26. The ramps will be installed on two of the mobile landing platform ships being built at NASSCO.

USNS Mercy (T-AH 19) arrived Jan. 14 in San Francisco after departing San Diego Jan. 11. The ship underwent maintenance through late February. Mercy returned from its bi-annual participation in Pacific Partnership in September 2012.

Congressman Mike McIntyre, N.C., member of the House Armed Services

Committee, toured the Sea-based X-band Radar in Hawaii on Jan. 8 as part of a familiarization of Navy and Marine Corps platforms and facilities in the Hawaiian area of operation.

MSC Pacific welcomes **Yeoman Senior Chief Donnee Williams**, administrative officer. Williams arrives at MSCPAC following duty at U.S. Pacific Fleet in Hawaii, where she served as the administrative department's leading chief petty officer.

With the deepest of sympathies, MSCPAC announces the passing of **Arturo "Art" Diaz** Dec. 24, following a long battle with cancer. A long-time MSC employee, Diaz spent three years at the Admiral Farragut Academy in New Jersey, achieving the battalion executive officer position his senior year under then-Battalion Commander **Mark Buzby**, now commander, MSC. He graduated from the U.S. Merchant Marine Academy, King's Point, N.Y., and began his career with MSC after five years with the U.S. Coast Guard as a civilian port engineer. During his tenure, Diaz facilitated the delivery of more than 40 ships to the Navy and mentored numerous MSC shoreside employees and civil service mariners.



Chief of Naval Operations Adm. Jonathan Greenert visits USNS Montford Point (T-MLP 1) Jan. 31 at the General Dynamics NASSCO shipyard in San Diego.



USS Harry S. Truman (CVN 75) pulls alongside MSC fleet replenishment oiler USNS Kanawha (T-AO 196) for an underway replenishment in the Atlantic Ocean.

U.S. Navy photo by MC3 Taylor DiMartino

ATLANTIC • LINES

Navy **Capt. Samuel Norton**, commander, Military Sealift Command Atlantic, accompanied **Rear Adm. Mark Buzby**, commander, MSC, to three MSC ships in the Norfolk, Va., area to present MSC's new command-at-sea pins to ship masters and chief engineers. Buzby and Norton went aboard USNS Grasp (T-ARS 51) Jan. 23 to present the pin to civil service master **Capt. Peter Long**. Presentations Jan. 29 included the civil service masters and chief engineers aboard USNS Laramie (T-AO 203), **Capt. Craig Upton** and **Chief Engineer Trevor Darling**, and USNS William McLean (T-AKE 12), **Capt. James White** and **Chief Engineer Charles Robertson**.

The gold-colored pins mirror the U.S. Navy's active duty command-at-sea pins worn by those who command Navy ships and aircraft squadrons. They feature an anchor surrounded by stars for the master and a ship's propeller surrounded by stars for the chief engineer, with an identifying "MSC" across the image of each.

"One of the things I've been trying to do in my time at MSC is to provide a means to recognize folks for the hard work and prestige that go with being the master or chief engineer," said Buzby. "In the Navy, commanding officers wear a command-at-sea pin, establishing their authority as commander. I've instituted such a device at MSC for masters and chief engineers."

USNS Kanawha (T-AO 196) sailed in January to support the USS Harry S. Truman Carrier Strike Group for its unit

training exercise and certification in the Jacksonville, Fla., operations area.

Marine Transportation Specialist **Brian Hill** coordinated the fleet hospital loadout aboard MSC-chartered ship MV Black Eagle Jan. 6-14 at Cheatham Annex, Yorktown Naval Weapons Station, Va. The hospital components and cargo are destined for Sasebo, Japan, and Chin-hae, Korea. **Donald Price**, MSCLANT anti-terrorism/force protection director, provided the ship an AT/FP groom prior to departure.

At MSCLANT's port office in Charleston, S.C., **Tom D'Agostino**, director of ship operations, coordinated the loading of ordnance aboard USNS Sacagawea (T-AKE 2). More than 2,000 pallets of ammunition were loaded.

Capt. Nate Reybold, civil service mariner master of USNS Apache (T-ATF 172), accepted an award on behalf of Apache's crew Jan. 17 from commander, Submarine Forces Atlantic. The commendation cited Apache's outstanding support for the tow of USS Montpelier from King's Bay, Ga., to Norfolk, Va.

During an all hands call in Norfolk, Va., January 31, Buzby presented letters of commendation for superior performance of duty to **Judy Lee**, deputy operations director; Price; **Thomas Howser**, Navy ship operations supervisor; and **Alphonso Chapman**, defense readiness reporting system supervisor.

MSCLANT welcomes Navy **Capt. Greg Marvil** as commanding officer of the command's reserve unit.

EUROPE/AFRICA • NEWS

MSC-chartered high-speed vessel Swift (HSV 2) visited Las Palmas, Spain, Jan. 21-29. There, Navy **Capt. Richard Soucie** – commander, MSC Europe and Africa/Task Force 63 – and U.S. 6th Fleet Command Master Chief Marco Ramirez presented awards and recognitions including the commander, U.S. Sixth Fleet plaque to the ship's civilian mariner and military detachment crew members. Swift also welcomed several print and television media outlets for tours and interviews. After a last brief stop in Mindelo, Cape Verde, Swift detached on Feb. 1.

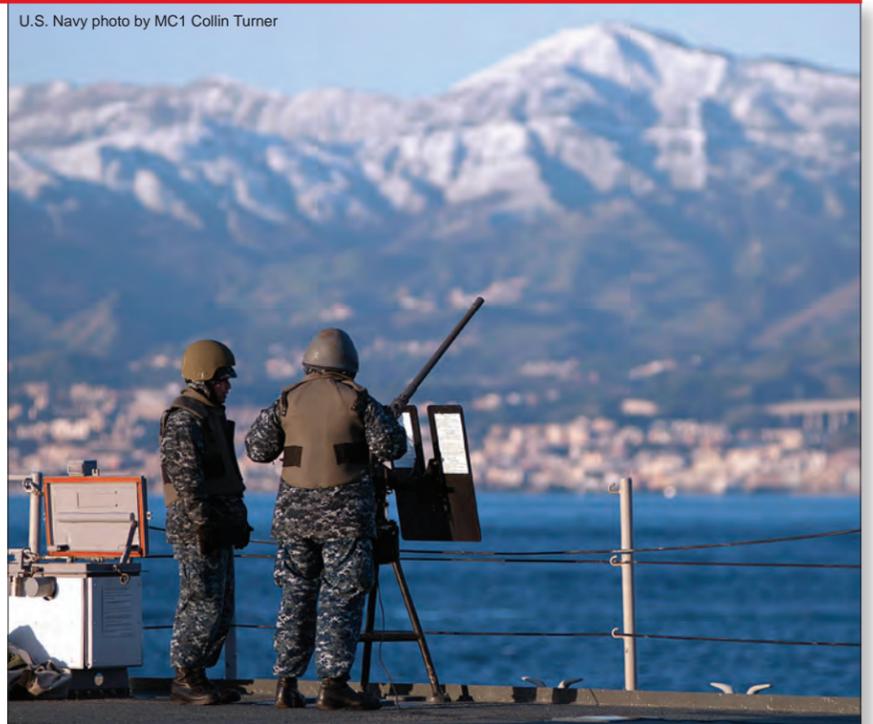
USNS John Lenthall (T-AO 189) carried on its duties as the U.S. 6th Fleet oiler, conducting underway replenishments with USS Oscar Austin (DDG 79), USS Laboon (DDG 58), USS Mahan (DDG 72), USS Forrest Sherman (DDG 98), USS Robert G. Bradley (FFG 49) and USS Gonzalez

(DDG 66). Lenthall also provided an underway replenishment to French navy ship FS Jean Bart (D 615).

Heading back to Morocco, USNS Grapple (T-ARS 53) conducted bilateral diving exchanges with the Royal Moroccan Navy in Al Hoceima. Grapple also visited Tangier, Morocco, Jan. 25-29.

In sealift operations with MSC-chartered ships, MSCEURAF marine transportation specialists oversaw MT Vallermosa's operations transferring more than 400,000 barrels of DOD fuel throughout the theater, and MT Maersk Peary, which stopped in Greece in late December to load cargo bound for Operation Deep Freeze in Antarctica. Additionally, MV Ocean Atlas transited the Mediterranean Sea Jan. 7-11 on its way to deliver two Foreign Military Sales patrol boats to Iraq.

U.S. Navy photo by MC1 Collin Turner



Electronics Technician Seaman Jonathan Sanchez, left, and Fire Control Technician 2nd Class Christopher Light stand watch aboard MSC command ship USS Mount Whitney (LCC 20) as the ship transits the Strait of Messina.



U.S. Senator Barbara Mikulski, right, Navy Rear Adm. Mark H. Buzby, center, commander, MSC, and Navy Capt. Kevin Knoop, commanding officer, Medical Treatment Facility, tour MSC hospital ship USNS Comfort (T-AH 20) pierside in Baltimore, Md.

DC • HIGHLIGHTS

Beth Garcia, Sealift (and lieutenant in the Navy Reserve), spoke to the environmental science classes at Sherwood High School in Olney, Md. Garcia discussed potential career paths in science, technology, engineering and math – commonly known as STEM – and more specifically the merchant marine profession.

Connecting to the class's environmental focus, Garcia reviewed the environmental protocols MSC takes to meet Environmental Protection Agency and U.S. Coast Guard regulations. She also discussed how a ship's navigator transits protected waterways, and

reviewed oil pollution and regulations stemming from serious oil spills.

The command bids farewell to **Matthew Ward**, maritime forces, manpower and management; **Joseph Schneider**, operations; and **Shannon McDonald**, command, control, communication and computer systems.

MSC welcomes **Donna Johnson**, maritime forces, manpower and management; Navy **Lt. Frederick Grand** and **Operations Specialist 2nd Class Joseph Golfieri**; **Sandra Munrath**, command, control, communication and computer systems; **Matthew Houllahan** and **Madeleine Smith**, engineering.

COMPASS • HEADING

Capt. Tim Lockwood, **Chief Engineer Jim Sullivan**, **Capt. Dave Bradshaw** and **Chief Engineer Pete Tobin** have been selected to fill the master and chief engineer positions aboard JHSV 3 and JHSV 4, respectively. "Fortunately we had great interest in these vessels," said **Frank Cunningham**, deputy director of CIVMAR Manpower and Personnel. "We will work with others who are interested in getting high-speed craft endorsements for future assignments...and publishing training opportunities to maximize participation and increase our HSC endorsements."

MSC conducted standardized tensioned replenishment alongside method cargo training for the first time at Joint Expeditionary Base, Little Creek, Va., Jan. 8. Twenty Navy Reserve cargo afloat rig team members received the one-day training thanks to coordination by CART Program Manager **Ron Larsen**. CARTs can be tasked to quickly augment civil service mariners aboard Combat Logistics Force ships to transfer cargo to Navy combatant ships at sea.

Seventeen junior officers and senior unlicensed personnel attended a CIVMAR leadership training course in Norfolk, designed for personnel who currently or may perform supervisory functions aboard ships.

Third Officer Laura Hammond received a special act/special service award during a ceremony held aboard USNS Comfort Jan. 25. The award citation, signed by Navy **Rear Adm. Mark Buzby**, commander,

MSC, noted, "Since joining MSC in 2004 as able seaman through various shipboard assignments, to achieving your third officer's license in 2009, to your current duty aboard the USNS COMFORT (T-AH 20), you have...execute(d) a myriad of duties and responsibilities, often outside the third officer job description ensuring command readiness through professional deck practice, superior personnel leadership and personal integrity."

MSC personnel in Norfolk, Va., attended an all-hands Jan. 31 call with Buzby. Buzby presented civil service mariner command-at-sea pins to **Capt. Thomas Giudice**, **Capt. John Little**, **Capt. John Pritchett**, **Capt. Nathan Reybold**, **Capt. Robert Wiley**, and **Capt. Todd Christian**. **Chief Engineer Steven Burdi**, **Chief Engineer Robert McManus**, **Chief Engineer James Rhodes**, **Chief Engineer James Shine** and **Chief Engineer John Tuite** also received their pins.

Fair winds and following seas to **Damage Controlman Rudolf Acs**, **Boatswain's Mate Michael Allen**, **Able Seaman Epifanio Eblamo**, **Captain Thomas Finger** and **Supervisory Contract Specialist Stephen Lakata** as they retire. MSC regrets to report the passing of **Able Seaman (Maintenance) Larry Clohessy**, **Second Radio Electronics Technician Edward Kestler** and **Ship Communication Officer Williams Walker, Jr.**

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 deputy commander Navy **Capt. Jesus Cantu** promoted Marine Corps **Master Gunnery Sergeant John Grose**, aviation ordnance manager, to his current rank during a Feb. 1 ceremony. Navy **Capt. Jim Hruska**, MSCFE commander, and MSCFE staff members attended the ceremony.

Navy Rear Adm. Tom Carney, commander, Logistics Group Western Pacific and commander, Task Force 73, visited USNS Effective (T-AGOS 21) Jan. 8 at Singapore's Sembawang shipyard. Civilian master **Capt. John Barnett** led the admiral on a tour of the vessel, which was undergoing routine repairs and maintenance.

Civilian **Capt. Chris Begley**, prospective master of USNS Loyal (T-AGOS 22), met with Hruska and command staff members during an orientation visit Feb. 8, before reporting aboard the ship.

The command bids farewell to **Evangeline Silva**, a financial management specialist at Ship Support Unit Singapore. She reported to MSC headquarters in Washington, D.C. **Hospital Corpsman Senior Chief Joven Zano** relieved **Hospital Corpsman Senior Chief Donald Pangalangan** as senior

enlisted advisor and fleet medical liaison officer. Pangalangan retires from the U.S. Navy after 25 years of service.

From the central Indian Ocean, MSC Office Diego Garcia welcomes Navy **Lt. j.g. Robert White**, who relieves Navy **Lt. Ben Thornton** as executive officer.

MSCFE welcomes special mission ship officer Navy **Lt. Ritchie Lee**, assistant combat logistics officer **Romulo Maliksi**, and Navy **Lt. Cmdr. Darin Huggins**, who relieves Navy **Lt. Mickey Hand** as assistant strategic sealift officer.

Maritime Prepositioning Ship Squadron Three welcomes **Logistics Specialist 2nd Class Dena Contente** and **Yeoman Chief Robert Faretta**. **Gunner's Mate Chief Thomas Harris** and **Logistics Specialist 1st Class Joseph Schmidt** completed their tours at the command.

From the Korean peninsula, MV Westpac Express (HSV 4676) civilian master **Capt. Adam Parsons** led South Korean Rear Adm. Byeung Kweon Lee, vice commander, Republic of Korea Fleet Operations, and Rear Adm. Jae Ok Shim, commander, Air Wing Six, Republic of Korea Navy, on a tour of the vessel Jan. 20.



Several U.S. Navy destroyers and MSC fast combat support ship USNS Rainier (T-AOE 7) sail in formation in the Pacific Ocean Jan. 31.

CENTRAL • CURRENTS

Military Sealift Command Combat Logistics Force ships conducted 82 underway replenishments in January, including 37 evolutions with coalition, European Union and NATO ships. This vital logistical support enabled U.S. 5th Fleet combatant ships to stay at sea and focused on their missions.

Submarine tender USS Emory S.

Land (AS-39) entered the U.S. 5th Fleet area of operations Jan. 18. With its unique repair capabilities, the ship and crew went to work as soon as Land reached port in Bahrain.

The command bids farewell and following seas to Navy **Lt. j.g. Valens Phanord** and welcomes his relief, Navy **Lt. j.g. Lateece Coates**.

Swift completes Africa Partnership Station

By MSCEURAF Public Affairs

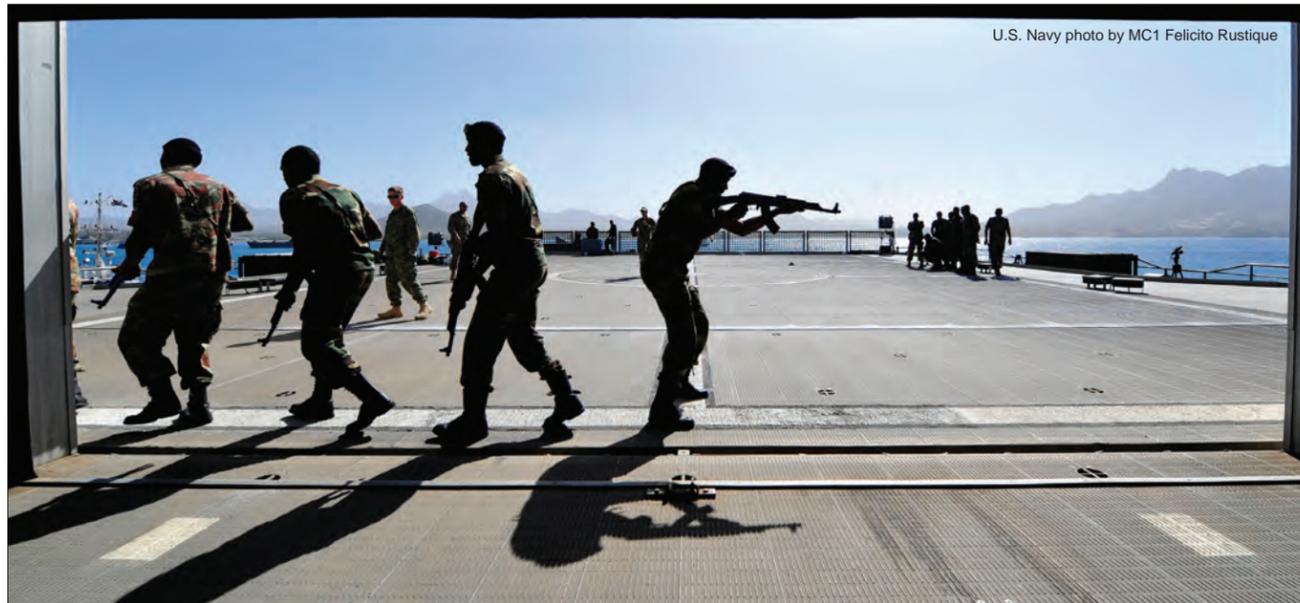
Military Sealift Command-chartered high-speed vessel Swift (HSV 2) completed a nearly 10-month deployment to the Europe and Africa areas of responsibility Jan. 31. During that time, Swift, its crew of contract mariners and a U.S. Navy detachment conducted 38 port visits to Africa and 15 to Europe, making theater security cooperation visits and supporting Africa Partnership Station 2012.

APS is an international security cooperation initiative aimed at strengthening global maritime partnerships through training and collaborative activities in order to improve maritime safety and security in Africa.

Swift made its final APS port visit in Mindelo, Cape Verde, in January. There, a team of U.S. Navy maritime civil affairs security training instructors completed eight days of training with Cape Verdian marines and coast guardsman aboard the ship.

The MCAST team from Dam Neck, Va., used its military skills during courses on boarding team operations and armed sentry training, and language skills as two instructors fluently communicated in Portuguese. Training included simulated boarding procedures on the Cape Verde Coast Guard patrol boat NP Guardian (P511).

“The real reward from APS was to be engaged with African host nations, meet people, get to know what issues are important to them and feel like we



Members of the Cape Verdian coast guard practice field tactical movement during boarding team operations aboard HSV 2 Swift. Mindelo, Cape Verde, was Swift's final stop during its participation in Africa Partnership Station.

about what Swift can do and how it is currently employed.”

Swift also participated in several training events, including a passing exercise with French littoral combat ship L'Adroit.

African port calls

Heading to Africa, Swift arrived in Abidjan, Cote d'Ivoire, where Sailors joined members of the Naval Forces Europe band “Topside” May 10 to entertain children at Institut National Supérieur des Arts et de l'Action Culturelle, and the Centre Pilote pour la Petite Enfance. More than 100 students and adults at both locations shared smiles and music, while Sailors

role participating in that development,” said 3rd Mate Nathan Gresh, a civilian mariner employed by a company under contract to MSC. “I think the main goal is in the name ‘Africa Partnership.’ The idea is to help developing nations and build strong relations for the future. I believe we've planted good seeds with these APS missions.”

Gold Crew continues APS

In July, Swift's Gold Crew relieved the Blue Crew during a port visit to Naples, Italy.

Following a brief stop in Rota, Spain, to load cargo and supplies – including more than 147 pallets of various goodwill and humanitarian supplies to assist medical care in the region – Swift headed to Liberia.

“It's amazing to think of the impact that some of these items will have,” said Navy Lt. Christopher Ganske, Swift's Gold Crew supply officer. “We have 11,000 eyeglasses, and that's just an example of what two pallets contain, but that holds the possibility to affect thousands of people's lives in just Liberia alone.”

Other port stops included Ghana, Nigeria, the Republic of Congo, Cameroon, Benin, Togo and Cape Verde. While the APS focus continued on military exchanges and training, a medical exchange component was added. In Ghana, a team of medical personnel from Swift conducted a civil action program with Ghanaian health professionals at the Supomu Dunkwa Health Centre, completing classroom training engagements and planning for

future APS missions.

In Benin, Navy and civilian medical personnel from the non-governmental organization Project Hope hosted a three-day health fair to provide optometry care, pediatric, general and maternal health screenings, as well as patient education in hygiene and nutrition.

“This was a once-in-a-lifetime event for everyone involved,” said Navy Lt. Cmdr. Rommel Flores, medical team officer-in-charge. “As we wind down on this deployment, we're focused on making sure our visit had an impact for the health professionals here in Benin and the people with whom we interacted.”

SECNAV visit

Another mission highlight came when Secretary of the Navy Ray Mabus visited Swift Aug. 29 in Douala, Cameroon.

Mabus addressed the crew from Swift's flight deck during a reception.

“The work you are all doing here with our partners in the region cannot be overstated,” said Mabus. “We face common concerns and common enemies, pirates, terrorists and traffickers. If we stand together and if we continue to operate together as partners, we will prevail against these enemies. The Gulf of Guinea is a crucial waterway for not just the countries that border it, but the inland countries that are served by it and for the entire world.”

Kim Dixon, Ensign Joe Keiley, MC1 Felicitio Rustique and MCSN Apprentice Erik Luebke contributed to this story.



Swift arrives in Maputo, Mozambique in early June 2012 to continue APS training.

are making a valuable contribution to their security and economy,” said Navy Lt. Cmdr. Charles Eaton, officer in charge of Swift's Blue Crew. “I think that's probably the biggest takeaway you can have from any deployment, to feel that you made a difference in the world.”

Europe

In early 2012, Swift kicked off its deployment by moving 290 tons of cargo and rolling stock from Poti, Georgia, to Constanta, Romania, in support of Marine Forces Europe's redeployment of the Black Sea Rotational Force, which had recently completed participation in Exercise Agile Spirit.

Swift sailed next to Lora Naval Base in Split, Croatia, in April 2012, hosting several tours and a non-lethal weapons class by U.S. Marine Corps instructors for more than 20 members of the Croatian coast guard and navy.

In Toulon, France, Swift hosted high-ranking French naval officials.

“This is Swift's first visit to France in a long time,” said Eaton. “The tour [gave] the French command staff a chance to visit and see the ship, and learn more

gave teddy bears to the children.

“We are grateful they came here to bring some joy and happiness to our kids,” said Emma Brousset, director of the Centre Pilote pour la Petite Enfance. “There are some here with handicaps who were able to feel the vibe of the music and dance.”

After theater security cooperation visits to the Republic of Congo, Namibia and South Africa, Swift began APS port visits to Mozambique, Tanzania and Kenya. Swift's military detachment, embarked APS trainers and international staff conducted classroom and hands-on training in various topics, including basic infantry skills, hand-signal communication, non-lethal weapons tactics, leadership, port security, martial arts and riot control.

Along the way, the ship's crew, military detachment and embarked staffs participated in community relations projects, soccer matches and blood drives, also distributing educational, humanitarian and goodwill materials for Project Handclasp.

“A lot of the partnership nations are really starting to develop and it's great to see the U.S. Navy is taking an active



Hospital Corpsman 2nd Class Patrick Gravel paints an orphanage with other personnel from Swift in Pointe Noire, Republic of Congo.