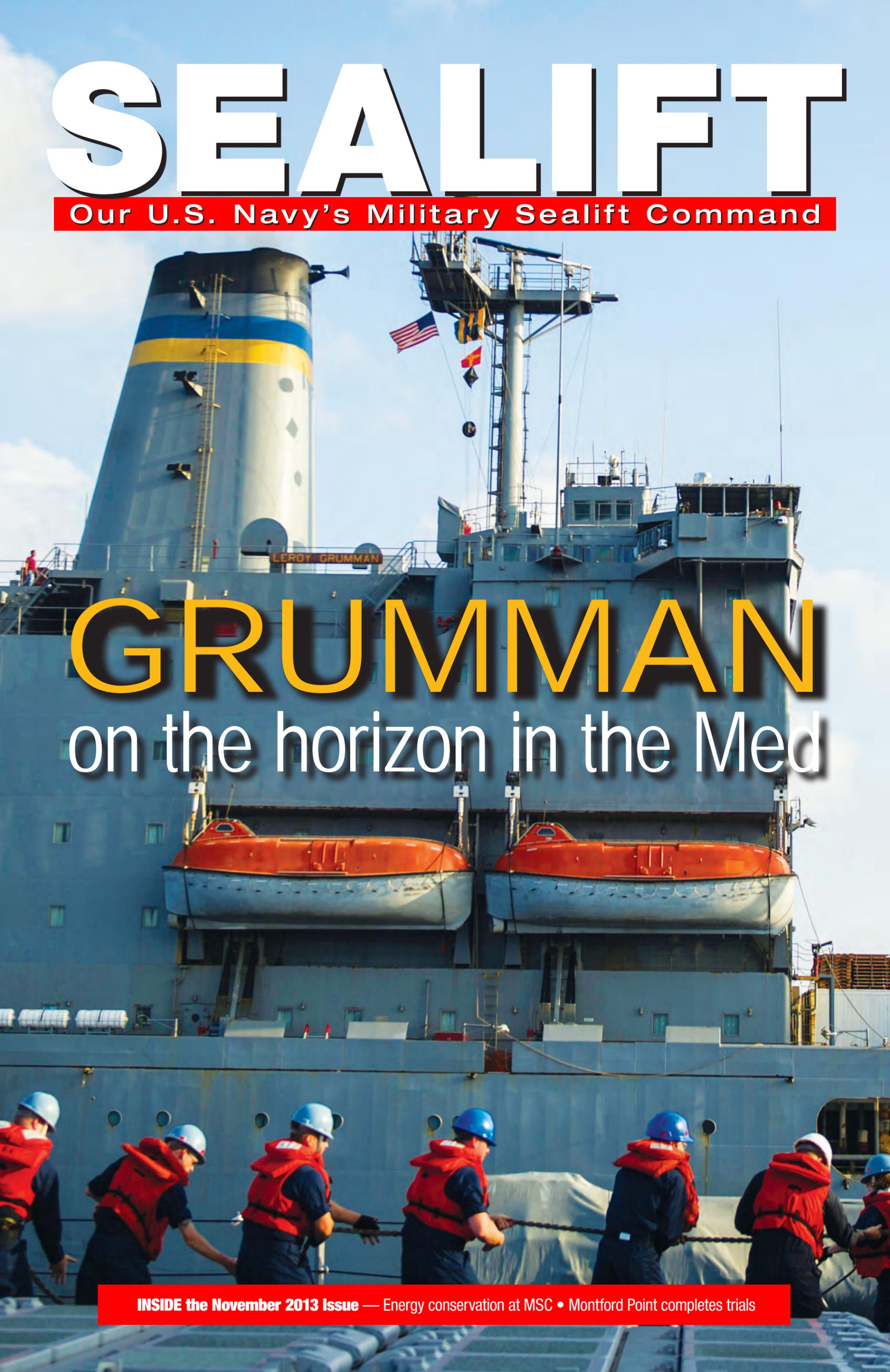


# SEALIFT

Our U.S. Navy's Military Sealift Command



GRUMMAN  
on the horizon in the Med

INSIDE the November 2013 Issue — Energy conservation at MSC • Montford Point completes trials

# Operating where it matters, when it matters

The following is written by Rear Adm. T.K. Shannon, commander, Military Sealift Command, and originally appeared Oct. 13 on the command's official blog, <http://msc-sealift.dodlive.mil>.

**"Ready - where it matters, when it matters."**

**- Adm. Jonathan Greenert, Chief of Naval Operations**

I can't think of a better quote on this 238th birthday of our Navy. Since 1775, our Navy has defended America with pride. On Oct. 13, 1775, the Continental Congress, meeting in Philadelphia, adopted the original legislation out of which the Continental Navy grew.

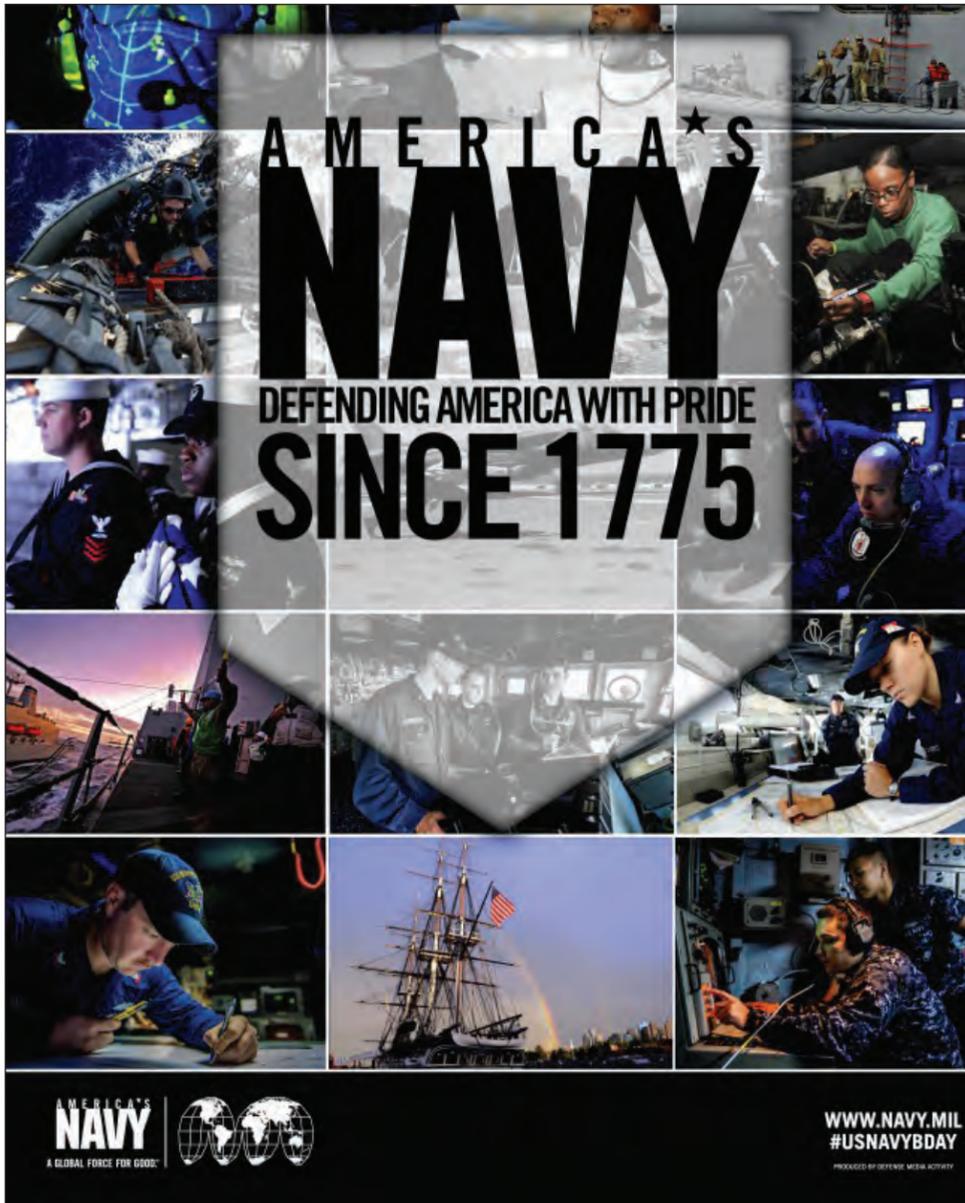
Since 1775, our Navy has set a tradition: we are always where it matters, when it matters. Merchant mariners formed the crews of the first ships outfitted by the Continental Congress. Over the course of our War of Independence, the Continental Navy sent out more than 50 armed vessels that captured more than 200 British ships.

Between 1801 and 1805, President Thomas Jefferson called on our Navy to project sea power forward, protecting United States commerce by blockading and bombarding Tripoli during the Barbary Wars.

During the War of 1812, USS Constitution, the oldest commissioned ship still serving in our Navy, destroyed the Royal Navy Frigate Guerriere.

## Into to the 20th century

Our Navy was key in the opening phases of the Persian Gulf War in 1991, launching hundreds of Tomahawk cruise missiles and manned aircraft combat missions from six Navy aircraft carriers in the Persian Gulf and Red Sea. Our Navy's MSC



ships kept them supplied.

During Operation Odyssey Dawn in March 2011, Navy ships again launched Tomahawk missiles and aircraft from USS Kearsarge as part of the American role in the international military operation that enforced United Nations Security Council Resolutions in Libya. Our Navy's MSC ships were, once again, center

stage, supplying our fleet.

For 238 years our Navy has been there where it matters, when it matters. Our Sailors, merchant mariners and Navy civilians performed brilliantly in every mission - from Coral Sea to Midway to Guadalcanal; from Iwo Jima to Inchon; from the Mekong Delta and Desert Storm to Baghdad and Kabul. Our people continue to

answer our nation's call as a global force for good, safeguarding vast oceans, bringing justice to terrorists around the world, and providing assistance during times of humanitarian crisis. At sea, on land and in the air, our brave men and women, like all who wear the uniform of our country, represent what is best about America.

Our brothers and sisters are out there now. They will be there when we are sleeping tonight. They will be there every Saturday, Sunday and holiday. They will be there around the clock, far from our shores, defending America at all times.

That they are there is critically important because being there matters. Whether it's the threat of a weapons facility or terrorist camp, or antagonistic moves against an ally or maritime partner, or if it's the massive destruction caused by acts of nature, our Navy is there.

We are there on the oceans and seas around the world, defending American values, protecting American lives, encouraging our allies. We are already there, because being there matters. It has mattered for 238 years. It will matter into the future.

Happy birthday!

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

Sealift is an authorized publication for members and employees of the Navy's Military Sealift Command. Contents of this publication are not necessarily the official views of or endorsed by the U.S. government, the Department of Defense or the Department of the Navy. Sealift is published monthly by the Military Sealift Command Office of Public Affairs as authorized under NAVPUBINST 5600.42A. Submission of articles and letters should be addressed to Editor, Sealift, Military Sealift Command, 914 Charles Morris Court, S.E., Washington Navy Yard, D.C. 20398-5540; phone (202) 685-5055 or DSN 325-5055; fax (202) 685-5067; or via e-mail to [sealift\\_editor@navy.mil](mailto:sealift_editor@navy.mil). All photographic submissions must be sent via e-mail, express mail or parcel service.

COMSC Rear Adm. Thomas K. Shannon, USN  
Director, Public Affairs Tom Van Leunen  
Editor James Marconi  
Writers Edward Baxter, Singapore  
Bill Cook, Norfolk, Va.  
Susan Melow, Norfolk, Va.  
Jessica Alexander, Washington, D.C.  
Sarah Burford, San Diego  
Meghan Patrick Henderson, Naples  
Art Director Dale Allen, Washington, D.C.  
Graphics Susan Thomas, Washington, D.C.

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.



Printed on recycled paper



## Moving into the fiscal future

This article by Rear Adm. T.K. Shannon reminds us all that we need to take to heart the lessons we learned during the recent government shutdown and apply them to our future endeavors. We are definitely not back to business as usual.

When President Obama signed the Continuing Resolution Act into law in mid-October, it raised our debt ceiling through Feb. 7 and funded our government through Jan. 15, ending the government shutdown. However, though it's over for now, it is within the realm of possibility that we will be in the same situation again in January.

Thank you for your assistance over our government's 17-day shutdown. We dealt with a great deal of uncertainty and, during the course of events, learned a lot about how MSC does business. Our all-hands meetings in Norfolk and Washington, D.C., were instructive and informative, and I greatly appreciate all of your good ideas on how to reduce our costs and maximize our efficiency. We've already implemented some of those ideas, and we are studying others.

Good organizations only get better when everyone is fully engaged in thinking about how to do their jobs more efficiently and effectively, so please keep your great ideas coming. As I have said before, "feedback is the breakfast of champions."

I know we are relieved to have a continuing resolution in place and that we're ready to get back to doing our jobs and supporting our mission, but it's important

to remember that it was a continuing resolution, not a real budget. Nothing that transpired during these past weeks of wheeling and dealing on Capitol Hill addresses what remains the biggest long-term issue for our Navy and all of DOD - sequestration.

Please, make no mistake; we are NOT back to business as usual. Many restrictions and controls that our Department of the Navy put on travel, contracts, operations and so on during the shutdown remain in effect. And while some of those restrictions and controls may be lifted in the coming days, we still operate under the cloud of sequestration for the foreseeable future.

So, I request that every one of you take this to heart. We must develop a culture and pattern of behavior of smart saving. Always keep safety first, but consider the costs and the benefits of everything we do. Consider the risk associated with reducing or eliminating the buy. Is that trip really necessary? Ask yourself if there's a better way of doing business, no matter how small the potential improvement. Every little savings adds up to big overall savings.

We must act and operate as if every MSC dollar is one of our own personal dollars. In effect, it is. As a working capital fund, we're in a unique position. Every dollar we save builds up our capacity to deal with future uncertainty. Every over-expenditure hurts our capacity to react to future events. We must all be good stewards of the resources we have.

You do great work! Keep at it, and sail safe. You have my heartfelt thanks for your service.

# How CARTs aid Military Sealift Command

The following article was written by Boatswain's Mate 2nd Class Michael Branch, a member of Cargo Afloat Rig Team III, and posted to Military Sealift Command's official blog. Branch explains how a CART works, and how his team completed an underway replenishment mission with a fleet replenishment oiler that operates off the West Coast.

## What is CART III?

Cargo Afloat Rig Team III is a program in the U.S. Navy Reserve that augments Military Sealift Command. CART III's mission is to augment our Navy's Combat Logistics Force ships with fully trained and certified personnel in support of naval task forces and multinational task force operations. CART III – which consists of four geographically separated detachments across California – is the West coast contingent of the overall CART program. CART I and CART II are home-based on the East coast.

## What has CART III done recently?

In early September, CART III had Sailors aboard USNS Henry J. Kaiser (T-AO 187), the Southern California duty oiler, conducting underway replenishments at sea with surface combatants attached to Destroyer Squadron 21, Pacific Fleet. During a two-week annual training event, CART III embarked 13 Sailors and one instructor to augment the ship's personnel. CART Sailors integrated with the ship's crew of civil service mariners to assist in shipboard functions including day-to-day equipment maintenance and underway replenishments. While aboard, CART Sailors re-qualified in MSC's training requirements and conducted Enlisted Surface Warfare Specialist qualification training. CART's primary mission is to provide UNREP support to Combat Logistics Force ships in order to maintain operational readiness and sustainability.

## So, how does a CART work aboard a CLF ship like Kaiser?

While conducting UNREP evolutions CART Sailors worked as

members of a rig team, operating as rig captain, winch booth operator, signalman and line handlers. During replenishments, the rig captain oversaw the safe and successful transfer of diesel fuel marine to the Navy destroyers. With overall responsibility, the rig captain worked with the signalman to effectively communicate with both the receiving ship and the winch booth operator. This communication ensured the



Members of Cargo Afloat Rig Team III - based off the U.S. West Coast - prepare to deploy a fuel probe for use during an underway replenishment aboard USNS Henry J. Kaiser (T-AO 187). CARTs augment the civil service mariner crews that operate the Navy's Combat Logistics Force ships, keeping combatant vessels worldwide stocked with food, fuel, ammunition and other critical supplies. (U.S. Navy photos)

safe hook-up and connection of the highline to transfer the fueling probe. The line handlers on station worked to tend the messenger, paying out and hauling in the line as necessary.

## What's it like out there?

Although the sun is out and it was partly cloudy, the weather was hotter than we all thought it would be. The 30-minute stand-by time was announced and all members of the Rig Team prepared to disconnect the fueling hoses and safely detention the highline and bring the rig back. With the UNREP complete, the receiving ship plays the customary music that signals another successful UNREP. MSC's mission is to keep the U.S. Navy ready at all times, and CART III stands "Always Ready" to support and assist the Navy in its combat operational readiness.

## Energy at MSC: Ship Energy Efficiency Management Plans

The following blog is part of an ongoing series on Military Sealift Command's Energy Conservation program (ENCON), written by the MSC ENCON team. Advanced technology saves fuel on ships – so do more energy-efficient operating procedures. This week's post focuses on Ship Energy Efficiency Management Plans (SEEMPs), which implement a systematic management process for energy efficiency improvement on board MSC's ships.

MSC has been working on shipboard energy efficiency improvements for a few years now. So, on top of these efforts, why create a SEEMP? The SEEMP is a new requirement of the International Maritime Organization's International

Convention on Prevention of Pollution from Ships (MARPOL). All ships over 400 gross tons must have a SEEMP on board in order to obtain the IMO's new International Energy Efficiency Statement of Voluntary Compliance. At MSC we voluntarily comply with MARPOL and other international maritime conventions as a matter of policy. But beyond just seeking to comply with the regulatory requirement, MSC recognized that the SEEMP provides an opportunity to institutionalize a process of continuous energy efficiency improvement – something we need to help achieve fuel savings.

As part of this process, MSC is incorporating new energy-saving technologies and more efficient operating procedures, currently being

identified, developed and validated, into SEEMPs. These SEEMPs are implemented for each MSC ship. A SEEMP is a ship-specific plan designed to continuously improve the energy efficiency of ship operations. The plan describes the approach for monitoring ship and fleet efficiency performance over time, sets efficiency goals, and identifies "efficiency measures," which can be either technological upgrades – like an auxiliary boiler controls modification – or revised operating procedures – like an engine line-up optimization – to be employed on board to help achieve higher energy efficiency. Periodically the SEEMPs are reviewed and updated with improvements based on evaluation

of energy performance and feedback from the fleet.

For government-operated ships crewed by civil service mariners, MSC developed the SEEMPs in-house. The overall SEEMP procedure applying to these ships was recently approved and is now part of MSC's Safety Management System. Each class of government-operated vessels has also been issued an addendum through the system that describes the efficiency measures and goals that apply to vessels in that class. Variations between vessels within the same class are identified using a ship applicability matrix in the class addendum. For contractor-operated vessels, SEEMPs are the responsibility of the operating company.



# Fueling 6th

By Meghan Patrick Henderson,  
MSC Europe and Africa Public Affairs

**L**ate August found the entire international community tuned in to the evolving situation in Syria. Much of the attention focused on the position of five U.S. Navy destroyers and their missile-firing capabilities, ready on station in the Eastern Mediterranean Sea.

Keeping these warships supplied and the nearly 1,500 military personnel taken care of for extended periods is no small logistics task. U.S. Navy fleet replenishment oiler USNS Leroy Grumman (T-AO 195) became the linchpin of logistics support in ensuring these critical combatant ships remained at sea at all times, ready to execute national tasking in support of the ongoing Syrian crisis.

The primary role of the U.S. Navy's Military Sealift Command, or MSC, which operates Grumman and a noncombatant fleet of more than 110 support vessels worldwide, is to keep Navy combatant ships forward-deployed in theater, prepared for any order they receive.

The 677.5-foot-long Grumman supports this role as a duty oiler in the Mediterranean Sea. Grumman functions as an afloat gas station, grocery and department store for U.S. and international-partner assets transiting and working in the Mediterranean Sea. In an average six-month deployment, a Mediterranean duty oiler such as Grumman will conduct 140 underway replenishments, transferring about

10.6 million gallons of ship's fuel; nearly 200,000 gallons of aviation fuel; and about 3.2 million pounds of food, supplies and mail to the ships it supports. Through this system of sustainment, combatant ships do not need to leave station to resupply.

During this critical period of time in the Eastern Mediterranean, MSC's commander, Rear Adm. Thomas Shannon, repeatedly referred to Grumman as the "strategic oiler," conveying to his operational counterparts Grumman's critical role in sustaining the mission.

"As events unfolded in Syria, we already had destroyers operating in the region," said Capt. John Esposito, the commander of Task Force 65, which is responsible for directing all Navy combatant operations in the Mediterranean Sea. "Our destroyers were able to sustain a forward presence posture because the U.S. Navy has the most robust logistics force in the world. In this case, support came from Military Sealift Command and USNS Leroy Grumman. At-sea replenishment keeps Navy combatant ships on-station, forward-deployed and ready to execute our nation's tasking at a moment's notice."

*What is a typical six-month deployment like for a U.S. Navy fleet replenishment oiler working as a duty oiler in the Mediterranean Sea?*

On average, the ship will:

- Conduct 140 underway replenishments
- Transfer 3.2 million pounds of cargo
- Transfer 10.6 million gallons of ship's fuel
- Transfer 200,000 gallons of aviation fuel
- Conduct underway replenishments with up to seven ships in one day
- Support U.S. Navy and NATO assets representing seven countries
- Travel 30,000 nautical miles
- Make 18 port visits



# n Fleet

Unique to Military Sealift Command's noncombatant ships—which comprise the fourth largest fleet of ships in the world—are its civilian crews. With the exception of four MSC ships with combined civilian and military crews led by military captains, MSC's ships, including Grumman, contain crews of civilian mariners licensed by the U.S. Coast Guard. Some crews consist of civilian mariners working for companies under contract to MSC, and other ship crews, like Grumman and MSC's class of 15 fleet replenishment oilers, are crewed by civilians who are federal employees. These mariners are called civil service mariners, or CIVMARs.

Grumman's crew of 92 CIVMARs is led by a licensed civilian captain, known as a civil service master.

During high-tempo operations in August and September, Grumman's master, Capt. Richard Gray; his relief, Capt. David Murrin; and their crew conducted an average of 30 underway replenishments a month, often refueling two U.S. Navy and/or partner-nation

ships at a time. On their busiest day in August, the ship's crew conducted seven underway replenishments in a 14-hour period.

Murrin, a former U.S. Marine, has sailed aboard MSC ships for 22 years, doing jobs ranging from moving ammunition and transferring fuel, to transporting Humvees and helicopters destined for use in warzones, to piloting the U.S. 6th Fleet command ship. Murrin said that while August introduced some "really long days," the drumbeat of duty oiler operations remains consistently busy refueling U.S. and partner-nation ships, even when the environment is less intense.

"Every day I see the impact we have on the day-to-day operations of the [combatant] Navy," said Murrin. "We recognize the importance of our tasking and work hard to meet every commitment. Without [MSC's assets] worldwide, we wouldn't be able to maintain the Navy or partner-nation footprint as seamlessly as we do now.

The sustainment requirements would dilute the presence of combatant ships."

Chief Engineer Timothy Carway, who has led Grumman's engineering department since 2003, describes MSC's duty oilers as "national assets."

"Our presence in any operational area gives added flexibility to the area commander, extending beyond the logistics of delivering personnel, fuel, food and supplies," said Carway. "Without the T-AO fleet, Navy ships would not have the opportunity to regularly come alongside other ships at sea, as this is a very specialized field that requires a higher level of seamanship and equipment maintenance than I've found in the commercial industry. Commercial ships would not allow other ships to approach them so closely under any circumstances. But for Grumman and MSC's other fleet support ships, this type of maneuvering is business as usual."



Cover: Sailors assigned to USS Stout (DDG 55) participate in an underway replenishment at sea in the Mediterranean with USNS Leroy Grumman (T-AO 195). (U.S. Navy photo by MC1 Christopher Stoltz)

Background, this page: USS Truxton (DDG 103) refuels at sea with Grumman. (U.S. Navy photo by MC2 Tony Curtis)

Above, centerspread, left to right: Grumman sails alongside USS Gettysburg (CG 64). (U.S. Navy photo by MC3 Betsy Knapper)

Sailors prepare lines aboard USS Kearsarge (LHD 3) as it approaches Grumman for a replenishment at sea. (U.S. Navy photo by MC1 Tommy Lamkin)

Grumman even refuels at night. (U.S. Navy photo by MC3 Lacordrick Wilson)

Grumman conducts a double replenishment at sea with USS Mahan (DDG 72), left, and USS Stout (DDG 55). (U.S. Navy photo by C2 Jacob Moore)

Grumman Ordinary Seaman Michael Thigpen uses a hand truck to move pallets to and from the cargo station during an UNREP. (U.S. Navy photo)

## FAR EAST • HAILS

Civilian **Capt. John Mansfield** and crew members from Vice Adm. K.R. Wheeler (T-AG 5001) served as the focal point of an oil spill response training exercise at the port of Busan, Republic of Korea, Sept. 12.

Wheeler worked with South Korea's Maritime Environmental Management Corporation while responding to a simulated fuel spill between Wheeler and its support vessel MV Fast Tempo. Personnel from Commander, U.S. Naval Forces Korea, and Military Sealift Command Office Korea participated in the two-hour exercise at Busan's Pier Eight.

"The idea is to refine our procedures as well as demonstrate our resolve in protecting the environment in coordination with the Republic of Korea," said Navy **Cmdr. Ed Plott**, MSCO Korea commanding officer.

U.S. Army UH-60 Black Hawk helicopter pilots practiced landing aboard the flight deck of USNS Sacagawea (T-AKE 2) while the ship was pierside at Chinhae, Republic of Korea, Sept. 22. Based at South Korea's K-16 Seoul Air Base, eight pilots from the "Comhawk" detachment, 2-2 Assault Battalion, trained in day and night landings aboard the ship, assigned to Maritime Prepositioning Ship Squadron Three.

Navy **Adm. Cecil Haney**, then-commander, U.S. Pacific Fleet, met Sept. 11 with Navy **Capt. Jim Hruska**, commander, MSC Far East and operations

staff members at MSCFE headquarters, at Singapore's Sembawang Wharves. Haney also met Singaporean military officials and Navy **Rear Adm. Cynthia Thebaud**, commander, Logistics Group Western Pacific and commander, Task Force 73.

MPS Squadron Three commander Navy **Capt. Leonard Remias** conducted an office call with Marine **Brig. Gen. Richard Simcock**, deputy commander, U.S. Marine Corps Forces Pacific, at Camp H.M. Smith, Hawaii, Sept. 12. Remias met Simcock to discuss Maritime Prepositioning Force operations and training.

MPS Squadron Three welcomes chief staff officer Navy **Lt. Cmdr. Antonio Pinkston**, who relieves Navy **Lt. Emmitt Dempsey**. Navy **Lt. j.g. Connor Bench** takes over for Navy **Lt. j.g. Livy Coe** as material officer.

MSCFE force protection officer **Richard Leone** left the command for his next assignment at MSC Atlantic in Norfolk, Va. Hruska presented Strategic Sealift Officer Navy **Lt. Adrian Zavala** with a Navy Achievement Medal for his work at MSC Far East. MSCFE logistics welcomes Navy **Lt. Cmdr. Michael Klauer** and **Logistics Specialist 1st Class Fernando Putschie**.

MSC Ship Support Unit Singapore manpower analyst **Cheri McCullough** departs the command for her next assignment at MSC Washington, D.C.

## ATLANTIC • LINES

At Military Sealift Command Atlantic's port office in Charleston, S.C., **Tom D'Agostino**, director of ship operations, assisted with the Sept. 16 arrival of USNS Waters (T-AGS 45) and Sept. 23 arrival of USNS Spearhead (JHSV 1) for their respective shipyard periods. Marine Transportation Specialist **Mary Ann Liberto** coordinated tugs and pilotage for their arrivals as well.

U.S. Navy Reserve Expeditionary Port Units 109 and 110 successfully completed Exercise Deliver Sustainment at Military Ocean Terminal Sunny Point, N.C., as part of a U.S. Transportation Command verification event. USTRANSCOM tasked the U.S. Army's Surface Deployment and Distribution Command, as well as Military Sealift Command, to conduct a joint assessment of the port, manage vessel discharge operations and demonstrate in-transit visibility of cargo. The Reserve units supported the Army's 832nd Transportation

Battalion and 689th Rapid Port Opening Element by handling ship husbandry and port liaison responsibilities. The exercise occurred simultaneously with the offload of more than 700 containers from MV BBC Seattle (T-AK 5272).

USNS Comfort (T-AH 20) successfully completed Comfort Exercise 13-04 which was conducted Sept. 9-13. The exercise focused on enhanced communications testing, training, policies, procedures, and improving readiness for a five-day activation. COMFEX met all established training objectives and set the framework for the next quarterly exercise scheduled late November.

MSCLANT congratulates Operations Analyst **Alphonso Chapman** on his selection as MSCLANT Civilian of the Year, and to Marine Transportation Specialist **Recep Ugraskan**, from MSCLANT's Beaumont, Texas, office, on his selection as MSCLANT Outportsman of the Year.

## EUROPE/AFRICA • NEWS

USNS Leroy Grumman (T-AO 195) provided replenishment support as the Military Sealift Command duty oiler in the Mediterranean Sea during September. Grumman conducted 27 replenishments at sea with U.S. Navy and NATO assets, delivering more than 2.5 million gallons of F-76 fuel and more than 42,000 gallons of JP-5 fuel.

USNS Laramie (T-AO 203) entered the Mediterranean Sea in September, en route to the U.S. 5th Fleet area of responsibility.

USNS Bruce C. Heezen (T-AGS 64) spent the month of September operating off the coasts of Mozambique and South Africa. Heezen made a port visit to Richard's Bay, South Africa, Sept. 16-20.

USNS Pathfinder (T-AGS 60) conducted sea trials off the coast of Spain after undergoing a maintenance period in Cadiz, Spain. Pathfinder in-chopped to the MSC Atlantic area of responsibility in mid-September.

Congratulations to **Boatswain's Mate David Fisher**, who was promoted to the

rank of chief petty officer in a pinning ceremony held at Naval Support Activity Naples Sept. 13.

Congratulations to Navy **Ensign Jonizel Sioson**, who became a commissioned officer in the U.S. Navy at a ceremony held at NSA Naples Sept. 20. Sioson served the Navy as an enlisted logistics specialist for 13 years and rose to the rank of chief petty officer before receiving his commission as a supply corps officer under the limited duty officer program. MSCEURAF/CTF-63 bids fair winds and following seas to Sioson, who will begin his first officer assignment aboard the nuclear-powered aircraft carrier USS Harry S. Truman (CVN 75).

The command also bids farewell to **Logistics Specialist 2nd Class Lorenzo Arguijo** as he begins his next assignment aboard missile cruiser USS Bunker Hill (CG-52) in San Diego.

MSCEURAF/CTF-63 welcomes Navy **Lt. John Rayho**, air logistics; and Navy **Cmdr. Stephen Davis**, chief staff officer.

## PACIFIC • BRIEFS

Air Force **Gen. William Fraser**, commander, U.S. Transportation Command, visited the Pacific Northwest region Sept. 5. While in the area, Fraser toured Naval Magazine Indian Island and USNS Richard E. Byrd (T-AKE 4) during cargo ammunition operations. **Bruce Leach**, office of Military Sealift Command Representative Seattle, escorted Fraser. Fraser then traveled to Port Hueneme, Calif., and joined by Navy **Rear Adm. T.K. Shannon**, commander, MSC. While in Port Hueneme, Fraser and Shannon toured the Operation Deep Freeze warehouse. Shannon also toured Naval Sea Systems Command's Underway Replenishment Test Site facility. The visit was part of a West Coast familiarization tour for both Fraser and Shannon.

Shannon took time from his West Coast tour to visit the staff of MSC Pacific. During the visit, Shannon held an all-hands call to discuss MSC-related issues and to share ideas. Shannon presented **Phil Patton**, MSCPAC's force protection officer, with the annual Griff Hume Anti-terrorism Award. The award, which recognizes vigilance in anti-terrorism and force protection efforts throughout the year, is named in memory of John "Griff" Hume, MSC's long-serving force protection director. The award acknowledges and brings awareness to MSC's ongoing anti-terrorism/force protection efforts.

Voyage-chartered dry cargo ship MV Ocean Giant arrived in Tacoma, Wash., from the Eastern Pacific area of operations Sept. 13 and commenced loading helicopters and unit equipment for the U.S. Army's 46th Attack and Recon Squadron. The equipment will be deployed with the unit to U.S. Forces Korea. Following an ammunition loading at Naval Magazine Indian Island Sept. 17, Ocean Giant departed for the Republic of Korea.

**Larry Larsson**, a marine transportation specialist with MSCPAC's Operations department, took 1st place honors in the Modern Ponies, Camaros, Challenger and Mustangs category at the 8th annual Coronado Speed Fest Car Show held Sept. 21-22 at Naval Base North Island, Calif. Larsson's 2008 Ford Mustang GT, was one of 24 awardees from more than 350 cars that participated. Larsson received a plaque and the opportunity to drive his car around the Speed Fest race track.

USNS Flint (T-AE 32) made its final port call in the Pacific in San Diego Sept. 12-23. The last active steam-driven Combat Logistics Force ship in MSC's fleet, Flint off-loaded material, stores and equipment for the transfer to other MSC ships prior to sailing for the Panama Canal to transit to the ship's slated inactivation port on the Gulf Coast.

Chief Selects assigned to USS Frank Cable (AS 40), stand at attention during a Patriot Day ceremony, honoring Americans affected by 9/11. (U.S. Navy photo by MCSN Jonathan T. Erickson)



USNS Yukon (T-AO 202) transits alongside USS George Washington (CVN 73) during an underway replenishment in the Pacific Ocean (U.S. Navy photo by MC3 Paolo Bayas)



## CENTRAL • CURRENTS

Combat Logistics Force ships operating in the U.S. Fifth Fleet area of responsibility continued to provide logistical support to U.S. and coalition forces. Support included 98 underway replenishment evolutions, including 23 UNREPs with coalition, European Union and NATO ships. This vital logistical support provided by the ships of Commander Task Force 53 enabled Navy combatant ships, including two carrier strike groups, to remain at sea and able to conduct their missions without interruption.

Military Sealift Command Central had two ships in drydock in Oman to complete maintenance. In September, USNS Catawba (T-ATF 168) completed

a three-week voyage repair period and USNS Patuxent (T-AO 201) pulled in for a short seven-day repair period. The opening of the repair facilities to USNS ships has been an ongoing effort to provide the Navy a facility in the Arabian Gulf, which is centrally located in U.S. 5th Fleet.

MSCCENT and CTF 53 bids fair winds and following seas to **Petty Officers 2nd Class Brandon Resgonia, Bobbie Benavidez, and Stephanie Preku.** The command welcomes **Chief Petty Officer India Thomas, Petty Officer 1st Class Philipp Pilapil, and Petty Officers 2nd Class Waldemar Pagan-Rivera and Matthew Winchell.**



USS San Jacinto (CG 56) receives ammunition from USNS Arctic (T-AOE 8) in the Gulf of Oman. (U.S. Navy photo by MC3 Preston Paglinawan)



A Puma helicopter flies from USNS Cesar Chavez (T-AKE 14) to resupply USS Kearsarge (LHD 3) Sept. 5 in the Gulf of Oman. (U.S. Navy photo by MC2 Jonathan Vargas)

## COMPASS • HEADING

Congratulations to **3rd Officer William Defries, 3rd Assistant Engineer Kyle McGrath, 2nd Officer Jordan Taylor** and **Steward Utilityman Ryan Vanderlinden** for their successful completion of the Navy's training program at Surface Rescue Swimmer School, Jacksonville, Fla. Military Sealift Command's SRS program continues to steadily build. Currently there are 55 SRS qualified civil service mariners and the command is working towards having 75 qualified rescue swimmers by the end of the calendar year. During September,

**Steward Utilityman Jean Couto, 3rd Officer Matthew Libby, Radio Electronics Technician-2 Jorge Lujan, Wiper Arthur Morrison and Operations Chief Nathan Wheeler** were in SRS training.

**Deputy Director Frank Cunningham,** CIVMAR Manpower and Personnel, reported in late September all billets aboard the command's 53 civil service mariner crewed ships were filled and there were no afloat vacancies.

A joint high-speed vessel type rating class was held aboard USNS Choctaw County (JHSV 2) during September.

More than 20 mariners took part in the training which is intended to provide a pipeline of trained personnel available for future JHSV assignment.

MSC continues to recruit civil service mariners. During the month of September, new employee orientation classes were provided to a newly hired first officer, 17 third officers, 13 third assistant engineers, engine and supply utilitymen, ordinary seamen, an unlicensed junior engineer, and a pumpman.

Fair winds and following seas to **Boatswain Kenneth Allen, Laundryman Lamberto Balceta, Able Seaman Stephen Bellack, Able Seaman Terry Lee Brown, General Supply Specialist Irene Butts,**

**Able Seaman Margarete Carey, Refrigeration Engineer Fredrick Carling, Boatswain Carlos Casanova, Damage Control Assistant Leader Freeman Embree, 2nd Assistant Engineer Nemesio Espe, Able Seaman Wilfredo Magno, Chief Steward Luisito Mamangun, Utilityman Alejandro Martinez, Able Seaman Robert Mathis, Accountant Stephen Pennell, and Able Seaman Keith Ruis** as they retire. Thank you for your service.

Merit promotion, training, travel, medical, payroll, and employee benefit information for CIVMARs is now available at [www.civmar.sealiftcommand.com](http://www.civmar.sealiftcommand.com).

## DC • HIGHLIGHTS

Navy **Rear Adm. T.K. Shannon,** commander, Military Sealift Command, met with members of the MSC community during morning colors Sept. 19 to reflect and remember shipmates lost in the Sept. 16 shooting at the Washington Navy Yard.

MSC Washington hosted **Dinah Cohen,** director of the Computer/Electronic Accommodations Program for DOD, Oct. 10 for the Disability Employment Awareness Month Celebration with the theme "Because We are EQUAL to the Task." Cohen provided an educational and motivational presentation to attendees about hiring and accommodating individuals

with disabilities, so they can be held equal to the task. Topics of discussion included the susceptibility of any individual to becoming a person with a disability.

The command welcomes **Yeoman 3rd Class Deonte Lanecowart and Stacey Davidson,** maritime forces, manpower and management; Navy **Lt. Carl Comasco,** operations; and **Evia Rodriguez,** public affairs.

MSC Washington bids farewell to **Robert Stewart and Chara Pina,** maritime forces, manpower and management; **David Minich,** strategic planning; and **Jessica Chu,** contracts and business management.



MSC honors fallen colleagues from the Navy Yard shooting. (U.S. Navy photo by Barry Lake)

# MLP 1 completes final contract trials

By Team Ships Public Affairs  
Naval Sea Systems Command

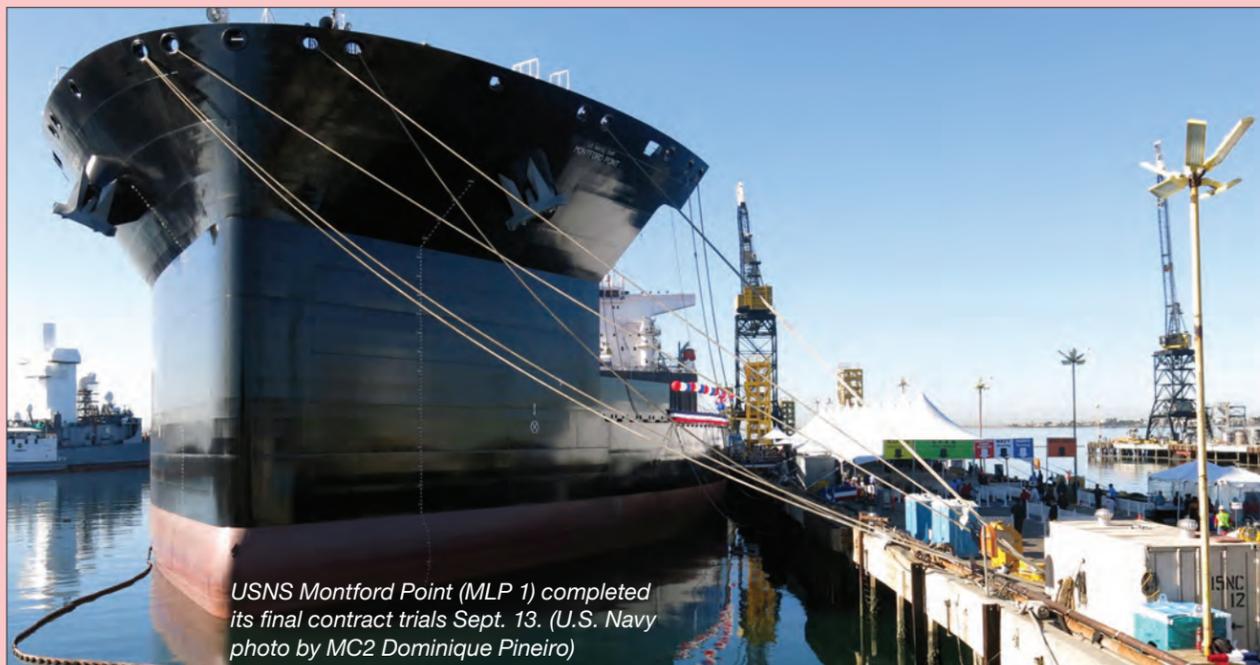
**E**VERETT, Wash. - The Navy's first-in-class mobile landing platform, USNS Montford Point (MLP 1), successfully completed final contract trials Sept. 13 at Everett, Wash.

Final contract trials are the final in-depth examination of a newly constructed ship while still under warranty to the shipbuilder. FCT are conducted by the Navy's Board of Inspection and Survey to ensure the ship meets Navy standards and requirements and are the first trials involving the crew.

"These trials evaluated Montford Point's material readiness for subsequent operations, helping expand the Department of Navy's capability for large-scale logistics movements," said Capt. Henry Stevens, Strategic and Theater Sealift program manager for Program Executive Office Ships. "These successful trials support a new level of operational flexibility for critical asset infrastructure for the fleet."

Constructed by General Dynamics-NASSCO, Montford Point was named in honor of the 20,000 African-American Marine recruits who trained at Montford Point Camp, N.C., from 1942 to 1949. Their service prompted President Harry Truman to sign an executive order ending segregation in the U.S. military.

FCT evaluated the material



USNS Montford Point (MLP 1) completed its final contract trials Sept. 13. (U.S. Navy photo by MC2 Dominique Pineiro)

condition and performance of the ship's major systems. While underway, the ship's crew successfully demonstrated a variety of systems including main propulsion, navigation, deck, engineering and ship control systems.

Montford Point is a highly flexible ship supporting the transfer of light and heavy vehicles and equipment at sea. Leveraging float-on/float-off technology, Montford Point is able to partially submerge to facilitate cargo movement. At 785 feet long, MLP 1 has 25,000 square feet of vehicle and equipment stowage space.

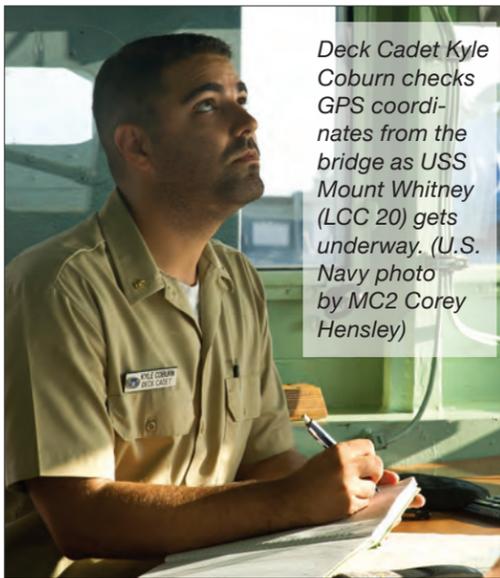
Montford Point will now conduct a series of post-delivery test and trials leading up to its post-shakedown availability in 2014. MLP 2, the future USNS John Glenn, and MLP 3, the future USNS Lewis B. Puller, are currently under construction at NASSCO.

The ship is owned by U.S. Navy's Military Sealift Command and is operated by a 34-person civilian-mariner crew. MSC operates approximately 110 noncombatant, U.S. Navy civiliancrewed ships that replenish U.S. Navy combatant ships, conduct specialized missions, strategically preposition

combat cargo at sea around the world, and move military cargo and supplies used by deployed U.S. forces and coalition partners.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships and special warfare craft. Delivering high-quality warfighting assets - while balancing affordability and capability - is key to supporting the Navy's Maritime Strategy.

## Military Sealift Command: Worldwide and mission ready



Deck Cadet Kyle Coburn checks GPS coordinates from the bridge as USS Mount Whitney (LCC 20) gets underway. (U.S. Navy photo by MC2 Corey Hensley)



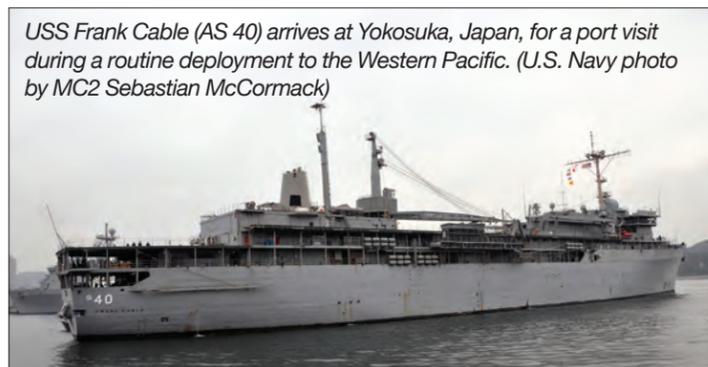
Mariners aboard MSC-chartered cargo ships MV BBC Seattle and MV Marstan conduct cargo operations in Talamone Bay, Italy. (U.S. Navy photo by Matthew Sweeney)



U.S. Navy divers hold on to the diving stage as it lowers them through the water column during dive training operations aboard USNS Grapple (T-ARS 53) in Key West, Fla. (U.S. Navy photo by MC2 Michael Scichilone)



Chief Machinist's Mate Jonathan Sarmiento inspects a rifle prior to a low-light weapons qualification course aboard USS Mount Whitney (LCC 20). (U.S. Navy photo by MC1 Collin Turner)



USS Frank Cable (AS 40) arrives at Yokosuka, Japan, for a port visit during a routine deployment to the Western Pacific. (U.S. Navy photo by MC2 Sebastian McCormack)