

SEALIFT

Our U.S. Navy's Military Sealift Command

Spearhead

completes

testing

milestone

"BZ" and hot issues

The following blog, written by Rear Adm. T.K. Shannon, commander, Military Sealift Command, talks about MSC's current hot topics, beginning with a "bravo zulu" for the crew of fleet replenishment oiler USNS Leroy Grumman (T-AO 195) in the Eastern Mediterranean Sea.

They're just doing their job – providing fuel, food and spare parts to our fleet. But it's an important job, and USNS Leroy Grumman is the main logistics show in town in the Eastern Mediterranean. Our civil service mariners aboard Leroy Grumman are supporting four destroyers, two NATO ships and an Amphibious Ready Group. That's a lot of hungry Marines and Sailors to feed, a lot of generators and aircraft to fuel, and a lot of ships to bunker as our Navy remains forward deployed and ready for whatever occurs in that volatile area. Leroy Grumman is averaging five underway replenishments a day, with frequent port visits to restock. The professionalism and gung-ho attitude of our CIVMARs on Leroy Grumman are sterling examples of why our reputation is so strong among our Navy and Marine Corps customers. "Bravo Zulu" to Captain Dave Murrin, Chief Engineer Timothy Carway, and their mariners for all their hard work!

Current topics

I've conducted All Hands Calls at our three largest stateside locations: San Diego, Washington, D.C., and Norfolk. With current budget restrictions, I haven't visited our area commands around the world yet. So let me fill you



MSC fleet replenishment oiler USNS Leroy Grumman (T-AO 195) arrives in Souda Bay, Greece. (U.S. Navy photo by Paul Farley)

in on a couple of topics and what I've heard so far in the way of feedback.

First, our budget environment is obviously pretty bleak. Congress seems to be in gridlock, and I don't see that changing soon, so it's likely sequestration and all of its consequences will continue to affect us in fiscal year 2014. I need your help and ideas on how we can do things better, faster, more effectively, more efficiently. Like I've said before, feedback is the break-fast of champions. Please, let me hear what you've got to say. The best ideas are on the deck plates and in our staff.

Geographical consolidation of MSC headquarters is causing a big buzz. As the new guy at the MSC helm, I'm coming in with my eyes and ears wide open, and I'm not convinced we have covered all the bases yet. Right now, I have more questions than answers. Is there a business case for a geographic consolidation? Yes. But, a consolidation would involve more than just money. It involves people – both now and many years down the road. Budget realities being what they are, I don't see any move anytime soon. There is still much information to be gathered before a final decision can be made.

The last topic is command climate surveys. You just went through one about a year ago. Briefly, the results showed three strength areas: positive equal opportunity behaviors, good work group effectiveness and generally good job satisfaction across the workforce. Three concerns that came to light were trust in the organization, leadership cohesion and sexual assault bystander intervention. By now you all should have had the new version of sexual assault bystander intervention training. It's a serious subject that affects all of us and we must improve in that area.

As for the other weaknesses, we'll find out from a new survey which just began. I'm asking you to participate in our Command Climate Survey that I'm required to conduct after I've been at the helm 90 days. It will give us a take on where we've improved or not improved, compared to last year's baseline data. But, to find out how we're doing I need your honest answers to our survey questions. Watch for it, be honest and participate.

Command buzz

I have gotten some great feedback

from our All Hands Calls I've conducted; I really appreciate that forum. Communications is always a challenge in large organizations, and I will endeavor to make our communications better every day. It's definitely an area we'll work on as it affects our important implementation of competency alignment.

I hear that you're concerned about bosses who may be 3,000 miles away. I understand that there is a perception that competency alignment is a Washington, D.C. – Norfolk issue. I know we need to communicate much better what competency alignment is, what it is designed to do and how it should work. More to come on that.

There's a lot of interest in the field about our new ships – JHSV, MLP, AFSB. I get excited, too, but we can't lose sight of our core capabilities: sea-lift, combat force logistics and fleet support. They are what keep our Navy on station and mission-ready.

Those are the major areas of feedback I'm getting. Everything I hear helps me understand, make decisions and move forward. Please keep the feedback coming.

Thanks for your service!

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

Global Review: Taking a look at ourselves

The following blog by Rear Adm. T.K. Shannon, commander of Military Sealift Command, emphasizes that self-evaluation can be an invaluable tool for improvement. It can eliminate surprises and help an organization stay ahead of the develop/improve/re-evaluate curve. As MSC launches a Global Review, Shannon explains the concept, its precepts, its scope, and the timeline for review.

MSC's reputation for excellence is well known in maritime circles and across our Department of Defense, and it's a reputation that has been earned through top-notch performance over a period of years. But no organization can afford to rest on its laurels. "We're #1!" can quickly change to "we'll try harder!" And that can fade even more rapidly to "remember when we used to be on top?"

Our Navy once sailed with wind power. Then coal came along. Black oil quickly followed, and diesel fuel marine right after that. The point is that things change. With our Nation's leadership shifting emphasis to the Asian-Pacific, we can't just keep doing what we've always done and where we've always done it. We must adjust. That's what our Global Review will help us do.

Our review will focus on how we do business, looking at manpower,

equipment, material, business processes and geographic locations. We need to document a baseline for where we are, plot a fix on the chart so-to-speak. It's the only way we'll know how to get to a higher level as an organization.

I want to emphasize that our review is not related to the issue of whether we should geographically consolidate our headquarters. That's a totally different question with a completely different set of considerations.

During my first three months in command, I discovered that our valuable people currently work in 40 different DOD locations around the world. We need to know if they are the right 40 locations and if we have the right number of people in each location to do the job most effectively.

The question of whether we're in the right 40 locations around the globe is only one of dozens of questions our Global Review team will try to answer as they travel, interview, observe and talk with our people around the world. If we're going to successfully deal with the budgetary and operational challenges of the future, we have to know where we stand today and where opportunities for adjustments exist that can make MSC even more efficient and relevant.

While I expect our Global Review to be more robust than the organizational structure review, it is purely a fact-finding mission. No one up the chain of command asked us to do this, but as we look forward to operating in a sequestration environment with decreasing budgets, continuing resolutions and decreased military operations we must understand who we are and how we can best meet future mission requirements.

Our Global Review will begin soon. Your chances of seeing the team are good, no matter where you are working for MSC. They will spend some time planning their approach and itinerary, then spend four to six weeks traveling, interviewing, observing and listening. The team will return to Washington to assess and evaluate all the information they've gathered before writing up their report.

I know and understand that we're all working in a time of enormous uncertainty. I believe that this Global Review will help us deal with that uncertainty. I appreciate your cooperation and know you'll show the review team our famous MSC hospitality as they travel. I continue to marvel at your professionalism and dedication, both ashore and afloat, and I owe you my best effort as we go forward together.

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Navy finds, salvages F-16C aircraft

By EOD Group 2
Public Affairs

Navy Sailors and divers from Mobile Diving and Salvage Unit 2, embarked aboard Navy rescue and salvage ship USNS Grasp (T-ARS 51), found and salvaged a downed F-16 aircraft off the coast of Virginia, Aug. 6-20.

The downed aircraft was one of two F-16 fighter jets from the 113th Wing, D.C. Air National Guard, that clipped wings mid-air during a routine training mission 35 miles southeast of Chincoteague, Va., Aug. 1.

The other aircraft involved in the incident was able to fly back to Joint Base Andrews in Maryland. without further incident.

The MDSU 2 Area Search Platoon 201 departed Virginia Beach Aug. 6 and began seven days of search operations to find the aircraft. Staging out of Chincoteague Island, Va., the team of six Navy Sailors, led by Operations Specialist Chief William Earp, conducted both towed and autonomous side-scan sonar searches of more than 10 square miles of ocean bottom, before locating the F-16 approximately three miles from the point of the mid-air incident.

On Aug. 14, the MDSU 2 ASP found and recovered aircraft debris using a remotely operated vehicle. With the crash site located, the ASP turned over the operation to Navy divers from Mobile Diving and Salvage Company 2-4, who arrived on Grasp after a small-boat transfer.

The MDS Company 2-4 divers began surface-supplied diving operations Aug. 16 and recovered part of the aircraft from the ocean floor by using a basket to raise large pieces of the jet from a depth of 107 feet. The next day, the divers recovered the flight data recorder, commonly referred to as the “black box.”

Diving operations ended Aug. 19 after recovering key debris. The remnants of the aircraft and the flight data recorder are being transferred to Joint Base Andrews for examination by the Air Force’s Safety Investigation Board.

“I’d like to thank the Sailors, Navy divers and civilian mariners for their cooperation and expertise at locating and recovering the aircraft, including the flight data recorder,” said Brig. Gen. Marc Sas-seville, commander, 113th Wing, D.C. Air National Guard. “These key items will help us to under-



Divers clear the side of Grasp and are lowered on the diving stage into the water during air surface supplied diving operations. (U.S. Navy photo by MC1 Ernesto Hernandez Fonte)



Sailors and civilians off-load gear from USNS Grasp (T-ARS 51) used for deep-sea salvage operations to recover the wreckage of an F-16 Fighting Falcon which crashed Aug. 1. (U.S. Navy photo by MCC James C Davis)

stand what happened and what we can do to prevent a similar occurrence.”

MDSU 2 is an expeditionary mobile unit homeported at Joint Expeditionary Base, Little Creek-Ft. Story in Virginia Beach, Va., and has successfully conducted salvage operations to support TWA Flight 800, Swiss Air Flight 111, the space shuttles Challenger and Columbia, the I-35W Mississippi River bridge collapse in Minnesota, the Civil War ironclad USS Monitor, and re-

covery of a downed military jet off the coast of Italy.

Grasp is crewed by U.S. Navy’s Military Sealift Command, which operates approximately 110 non-combatant, U.S. Navy civilian-crewed ships that replenish U.S. Navy 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.

Energy at MSC: Replenishment At-Sea Planner

The following article, originally posted to the command’s official 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 does better planning. This week’s post focuses on the Replenishment At-Sea Planner (RASP) software tool, which schedules the most energy-efficient routes for our Navy’s Combat Logistics Force ships to make the supply deliveries that keep warfighters at sea.

The team is examining how a variety of computer planning programs can operate in sync to help MSC achieve its energy reduction goals.

One program is a planning tool to optimally schedule CLF ships, called the Replenishment At-Sea Planner. RASP is currently used in several locations worldwide as part of the Logistics Support Force. Fleet staff members use the program to develop energy-efficient daily tasking

for Combat Logistics Force ships in an operational theater, scheduling these ships to satisfy customer needs while minimizing fuel usage.

RASP supports short-term scheduling with a typical planning window of 30 days, and replaces the mostly manual procedures, commonly called surface routers, previously used by fleet planners. These procedures were manpower-intensive and relied heavily on individual staff members’ expertise. RASP is a single source tool that captures the logistics requirements and provides a fuel-optimized “schedule of events” for achieving the supply transfers to Navy customer ships, presenting the data in a standardized format.

As part of the program’s initial use, the team evaluated RASP through validation tests that help quantify potential cost savings. A development team continues to train fleet planners and assess RASP’s performance.

Commander Task Force 53 in

Bahrain, which handles all logistics at sea for U.S. Central Command, started to use RASP in fiscal year 2012. CTF-73 in Singapore started with RASP in the second quarter of fiscal year 2013, and the team is working with fleet planners in CTF-63 to determine whether RASP

should be used in the U.S. 6th Fleet area of responsibility.

The ENCON team traveled to Singapore’s CTF-73 Logistics Command to help the team’s RASP subject matter expert finalize preparations and go live July 31 with RASP Version 1.0.

The Replenishment At-Sea Planner software tool helps schedule energy-efficient routes for Combat Logistics Force ships like USNS Leroy Grumman (T-AO 195), seen here in the Mediterranean Sea. (U.S. Navy photo by MC2 Rob Aylward)



First JHSV demonstrates

This page: USNS Spearhead (JHSV 1) conducts at-sea testing. (U.S. Navy photo by MC1 Phil Beaufort)
Cover: A Marine guides a vehicle up Spearhead's stern ramp. (All remaining photos by Pfc. Jose Mendez)



Two civil service mariner crew members prepare for a mass casualty and firefighting drill aboard Spearhead.

By Pfc. Jose Mendez
2nd Marine Division Public Affairs

Approximately 280 Marines with three 2nd Marine Division units took part in the at-sea testing of the Navy's joint high-speed vessel, USNS Spearhead (JHSV 1), July 31 to Aug. 6. Marines embarked Spearhead with their weapons, gear and vehicles for one week and traveled from Morehead City, N.C., to Mayport Naval Station, Fla., and back.

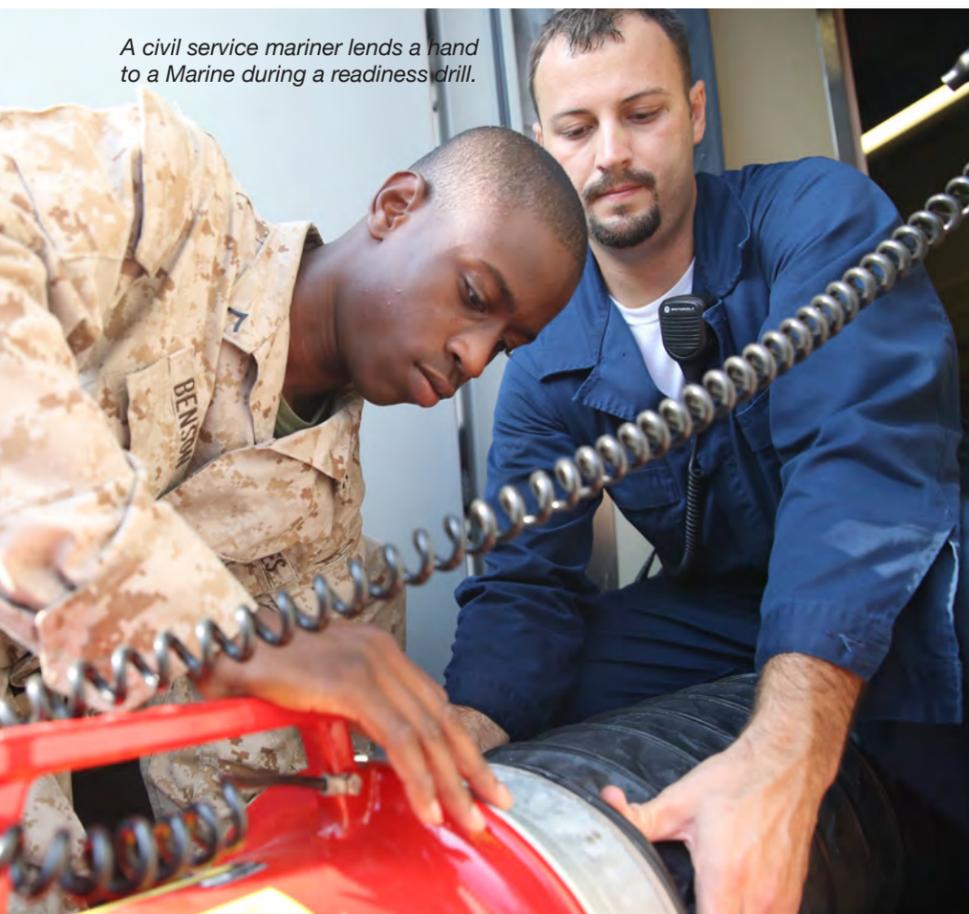
Elements of 1st Battalion, 2nd Marine Regiment, 2nd Light Armored Reconnaissance Battalion, and 2nd Assault Amphibian Battalion participated in Spearhead's tests and trials.

"Marines are on board because they are helping to conduct two different tests. In any acquisition program there are required tests that have to occur in order for the Navy to say this ship is ready to go," said Maj. Andrew Hamilton, the Marine Corps liaison officer for the JHSV program at Naval Sea Systems Command. "One test is called the Initial Operational Test and Evaluation. The second test is called the Total Ship Survivability Trials."

IOT&E determines if the ship is operationally effective and operationally suitable, and ensures the ship can perform the capabilities it was designed to perform. A wide range of maritime operations to determine operational effectiveness and suitability were assessed during IOT&E. For the TSST, damage control events were simulated, evaluating the ability of the ship and crew to control damage, and reconfigure and reconstitute mission capability after damage. The test also assessed the capability of the crew and an embarked force to abandon ship.

Each TSST event resulted in simulated casualties who were selected at random. Marines were given casualty cards, which told them exactly what injury they received and if they were conscious, unconscious, bleeding or bruised. Marines had to record if they applied self-aid or received buddy-aid. Marines had several corpsmen aboard to lead these exercises.

"In addition to evaluating the recoverability of the ship and crew, these damage control events help us to gather data as it relates to human injury and the treatment required onboard ship. Collecting more data for initial treatment, buddy aid, extended treatment and evacuation helps us to create more accurate models to assess medical capabilities and manning required onboard ships," said Amber Huffman, the test manager for



A civil service mariner lends a hand to a Marine during a readiness drill.



Marines with 1st Battalion, 2nd Marine Regiment, work as a team on a machine gun aboard Spearhead.





s capabilities

the JHSV program. “The Marines were very enthusiastic in supporting the drills and were very fast in their response times. The types of treatments they administered were a lot more advanced than what we thought they would be, given the supplies the USNS Spearhead has onboard,” Huffman said.

One of the damage control drills required Marines to evacuate Spearhead via the Marine Evacuation System, an inflatable slide that was deployed from the starboard side of the ship into an inflatable life raft. The evacuation of 177 Marines took approximately 15 minutes.

While many of the events tested the ship’s capabilities to support an embarked force, the 96-hour underway time was also used for the Marines to plan for an operation and test their own capabilities. While aboard, Marines performed military occupational specialty cross training on weapons and vehicles. Platoon commanders conducted additional classes covering the combat orders process, map reading skills, tactical decision games, and a professional military education class on the Chosin Reservoir during the Korean War. Vehicle maintenance was also conducted on all vehicles on board.

Marines with 1st Battalion, 2nd Marine Regiment, held a competition to see which Marines could disassemble and reassemble M240B machine guns. They also familiarized themselves with 60mm mortars and took multiple-choice tests on weapon capabilities, nomenclature, map symbols and basic infantry knowledge.

“With modern combat you can’t ever be too sharp,” said First Sgt. Brian Moody, Bravo Company, 1st Battalion, 2nd Marine Regiment, from Greenwood, S.C.

Marines also tested ship communications using the ship’s satellite.

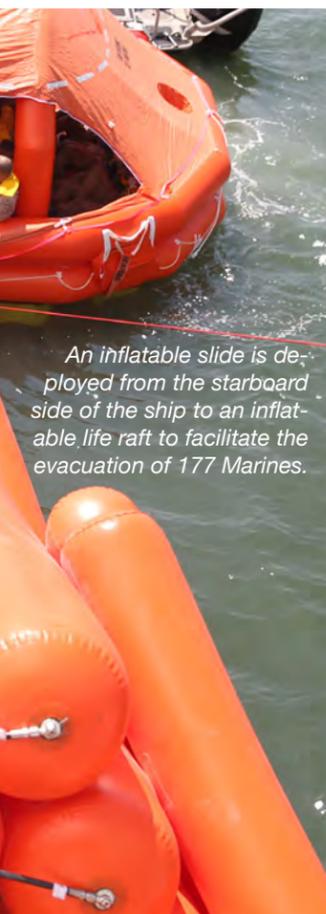
When all ship capability tests and unit capability testing was complete, Marines unloaded the six light armored vehicles, 11 amphibious assault vehicles, three 7-ton trucks and nine Humvees.

“Our close cooperation with the Marine Corps helped demonstrate a realistic testing environment as we prepare this fast, flexible ship for the Fleet,” said Capt. Henry Stevens, strategic and theater sealift program manager for Program Executive Office Ships.

Spearhead is designed for rapid, flexible, intra-theater transport of troops and military equipment of approximately 600 tons for 1,200 nautical miles at an average speed of 35 knots. Spearhead has sleeping accommodations for 104 mission personnel, and airline-style seating for up to 312. Its aviation flight deck can support day and night flight operations for a wide variety of aircraft.



Two civilian mariners assist a Marine as he returns to the ship following a ship evacuation drill.



An inflatable slide is deployed from the starboard side of the ship to an inflatable life raft to facilitate the evacuation of 177 Marines.



In a coordinated effort, Marine Corps equipment drives up the stern ramp of Spearhead, moves into assigned spaces and is then lashed into place with chains to the deckplate.



Marines provide medical aid during a mass casualty drill aboard Spearhead.

FAR EAST • HAILS

Staff from MSC Office Korea and reserve Sailors from MSC Far East Reserve Units 101 and 102 visited children from the Sung Ae Won orphanage in Busan Aug. 24. MSC personnel donated food items and played with the children. Crew members from USNS VADM K.R. Wheeler (T-AG 5001) also participated and donated fans, purchased through private donations.

U.S. Marines from San Diego-based Expeditionary Warfare Training Group Pacific visited USNS Soderman (T-AKR 317) at White Beach, Okinawa, Aug. 13, toured the ship and met with the master and crew. Part of the Maritime Prepositioning Force staff planning course, students visited Soderman to better understand MPF assets in the Pacific.

While visiting Okinawa, Maritime Prepositioning Ship Squadron Three commander Navy **Capt. Leonard Remias** visited Marine **Brig. Gen. Paul Kennedy**, deputy commanding general, 3rd

Marine Expeditionary Force, Aug. 12, and Navy **Rear Adm. Jeffrey Harley**, commander, Amphibious Force, U.S. 7th Fleet, Aug. 14.

MPS Squadron Two welcomes supply officer Navy **Ensign Derek Roncaioli**, who relieves Navy **Ensign John Harmony**. Navy **Capt. Tim Callahan**, commander, MPS Squadron Two, awarded the Navy and Marine Corps Achievement Medal to Harmony, recognizing his achievements during a one-year assignment to the central Indian Ocean.

The squadron also welcomes Medical Service Officer and civil service mariner **Andrew Elliott**, who relieves departing MSO and civil service mariner **Doreen Lehner**.

MSCFE congratulates administrative officer **Yeoman 1st Class Kettrick Dale** on his selection for chief petty officer.

MSC Ship Support Unit Singapore welcomes financial management specialist **Noli Reyes**.

PACIFIC • BRIEFS

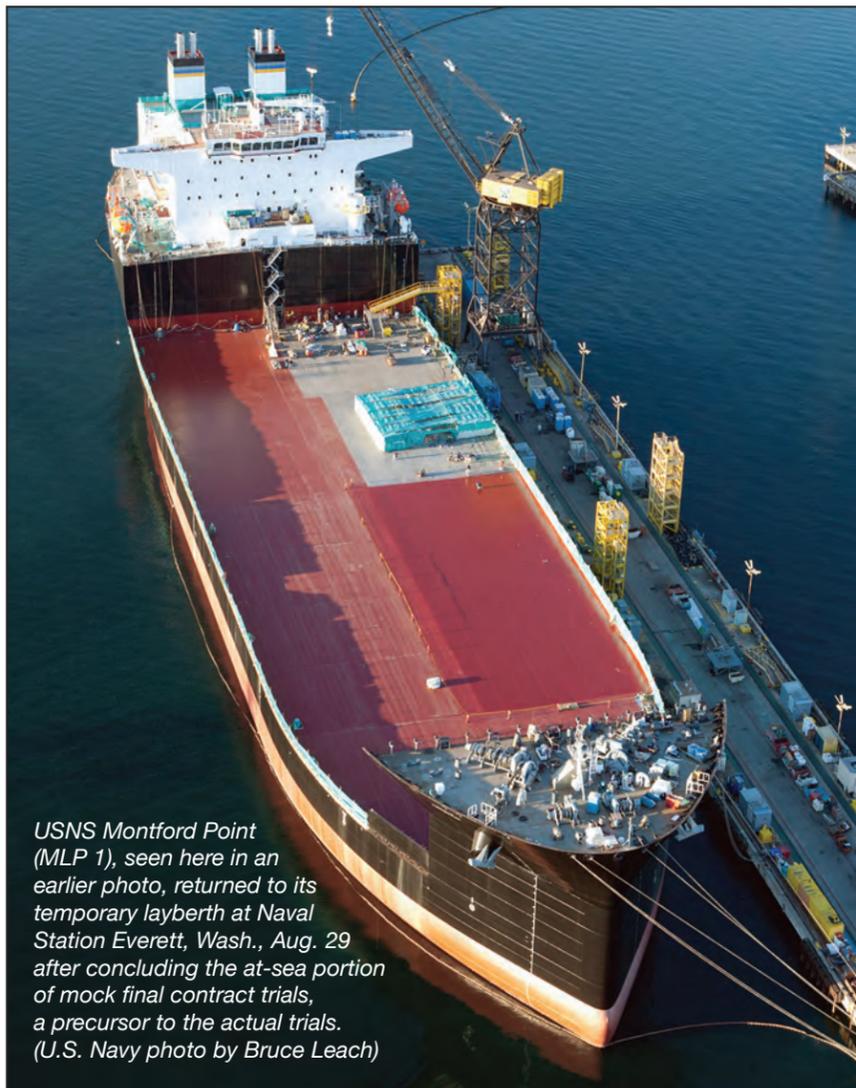
USNS Howard O. Lorenzen (T-AGM 25) arrived in San Diego Aug. 16, following transit from Norfolk, Va. The ship took on fuel at LaPlaya fuel pier at Submarine Base Point Loma before shifting to Naval Base San Diego in preparation for at-sea testing in the Southern California Operations Area.

MSC-chartered ship MV Maersk Texas had two range support boats loaded on board via crane while in San Diego, Aug. 20. Following operations in Everett, Wash., Maersk Texas traveled to the MSC Far East area of operations, delivering the craft for operational support to the fleet.

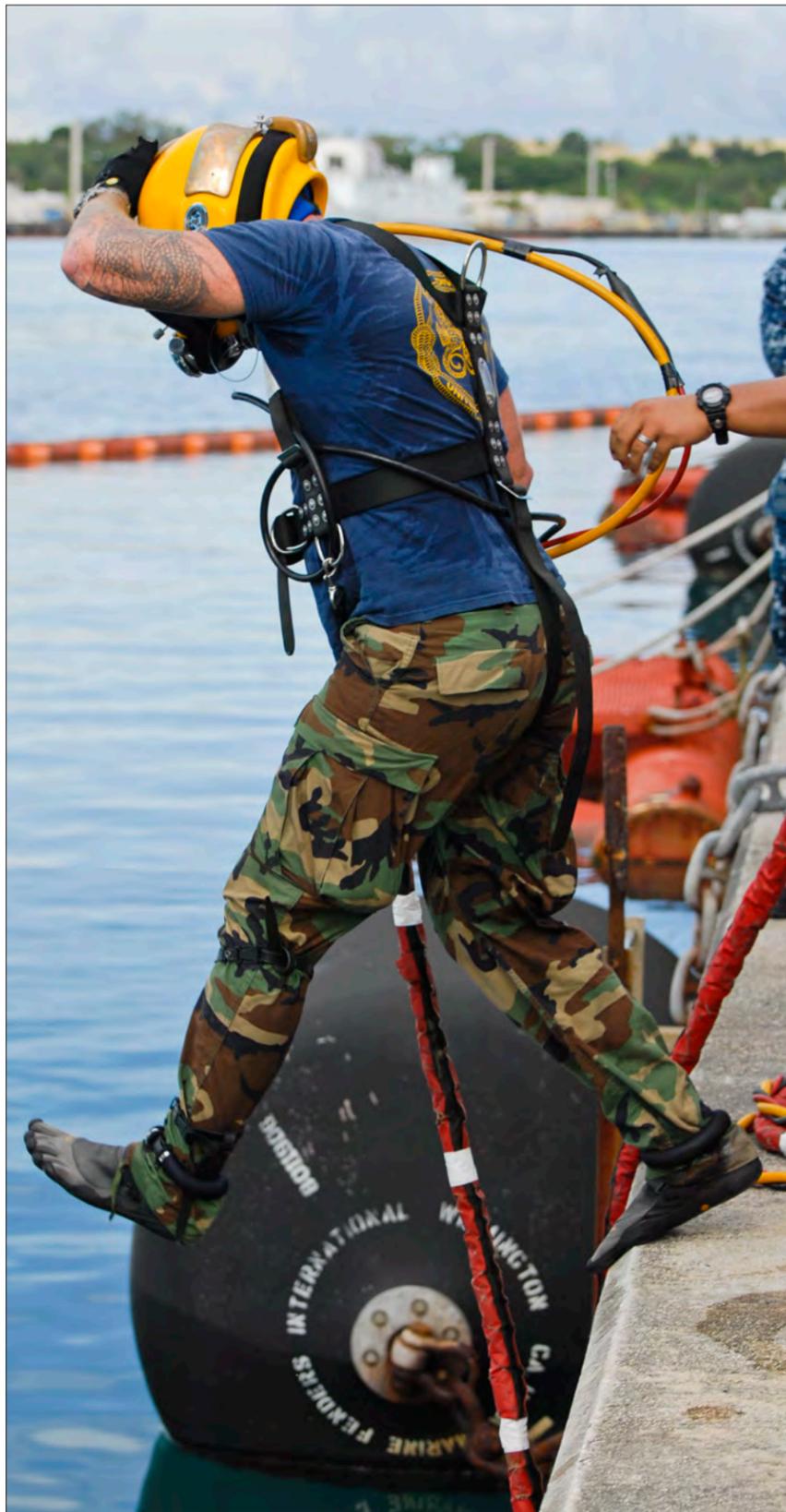
USNS Mercy (T-AH 19) hosted Yasutoshi Nishimura, senior vice-minister for humanitarian assistance and disaster relief, Japanese Cabinet Office, Aug. 23. The minister visited to exchange ideas relating to natural disaster preparedness and response.

The MSC Pacific Combat Logistics Force logistics officer coordinated two successful stores transfers from USNS John Ericsson (T-AO 194) for the USS Boxer (LHD 4) Amphibious Readiness Group certification exercise. Ericsson delivered 288 pallets to multiple ships in the group. Ericsson temporarily replaced USNS Henry J. Kaiser (T-AO 187) – in San Diego for maintenance – as the Southern California duty oiler. Upon Kaiser's return to service, Ericsson traveled to Pearl Harbor and assumed operations as the Middle Pacific duty oiler.

Welcome aboard Navy **Lt. Cmdr. Bryan Boggs** and **Phil Ketner**. Boggs assumes the duties as MSCPAC's deputy logistics officer following continued education at the Naval Postgraduate School. Ketner joins the MSCPAC legal team as command counsel following a position at MSC Far East in Singapore.



USNS Montford Point (MLP 1), seen here in an earlier photo, returned to its temporary layberth at Naval Station Everett, Wash., Aug. 29 after concluding the at-sea portion of mock final contract trials, a precursor to the actual trials. (U.S. Navy photo by Bruce Leach)



Navy Diver 1st Class Justin T. Poretti, assigned to the submarine tender USS Frank Cable (AS 40), steps off the pier into the water during a dive training evolution in Guam. (U.S. Navy photo MCSN Jonathan Erickson)

ATLANTIC • LINES

Adm. William Gortney, commander, U.S. Fleet Forces Command, visited USNS Spearhead (JHSV 1) Aug. 20 while the ship was undergoing testing in the Virginia Capes operating area. Gortney arrived by helicopter, toured the engineering spaces and drove the ship at 40-plus knots.

Naval Weapons Station Earle, N.J., experienced an explosion and subsequent fire Aug. 20 at the marine boat repair facility. The Military Sealift Command Atlantic representative's office is located across the street from that facility. Upon hearing the explosion, Navy **Lt. Jeffrey Dennison**, MSCLANT's representative, rushed over to render assistance. He helped one person evacuate the building, helped remove gas canisters to prevent further explosions and continued to assist in firefighting until the flames were extinguished. He suffered minor smoke inhalation and was treated and released at a local hospital.

MSCLANT won the 2013 Military Sealift Command Griff Hume Antiterrorism Award for fixed installations. USNS Robert E. Peary (T-AKE 5) won

that same award for ships of the fleet. Navy **Rear Adm. T.K. Shannon**, commander, MSC, presented the two awards Aug. 22 at MSCLANT headquarters in Norfolk, Va., and aboard Peary, also in Norfolk.

Tom D'Agostino, director of ship operations at MSCLANT's Charleston, S.C., office, assisted USNS Lawrence H. Gianella (T-AOT 1125) Aug. 29-31 as it discharged approximately 160,000 barrels of fuel. Marine Transportation Specialist **Mary Ann Liberto**, also of the Charleston office, coordinated port services for USNS Waters (T-AGS 45) as it departed Detyen's Shipyard Aug. 9.

Additionally, the Charleston office supported USNS Dahl's (T-AKR 312) overhaul in Bayonne, N.J., with the shipment of several key shore-based spare parts. The spares were quickly identified and shipped to expedite Dahl's yard period.

MSCLANT bids fair winds and following seas to **Petty Officer 1st Class Sean Chatman**, staff duty officer, who officially retired Aug. 31 from the Navy after 20 years of service.

CENTRAL • CURRENTS

August was a busy month in the U.S. 5th Fleet area of responsibility, and U.S. Navy Combat Logistics Force ships operating here conducted 85 underway replenishment evolutions, including 37 UNREPs with coalition, European Union and NATO ships. This vital logistical support provided by Commander Task Force 53 enabled combatant ships to stay at sea and focused on their missions.

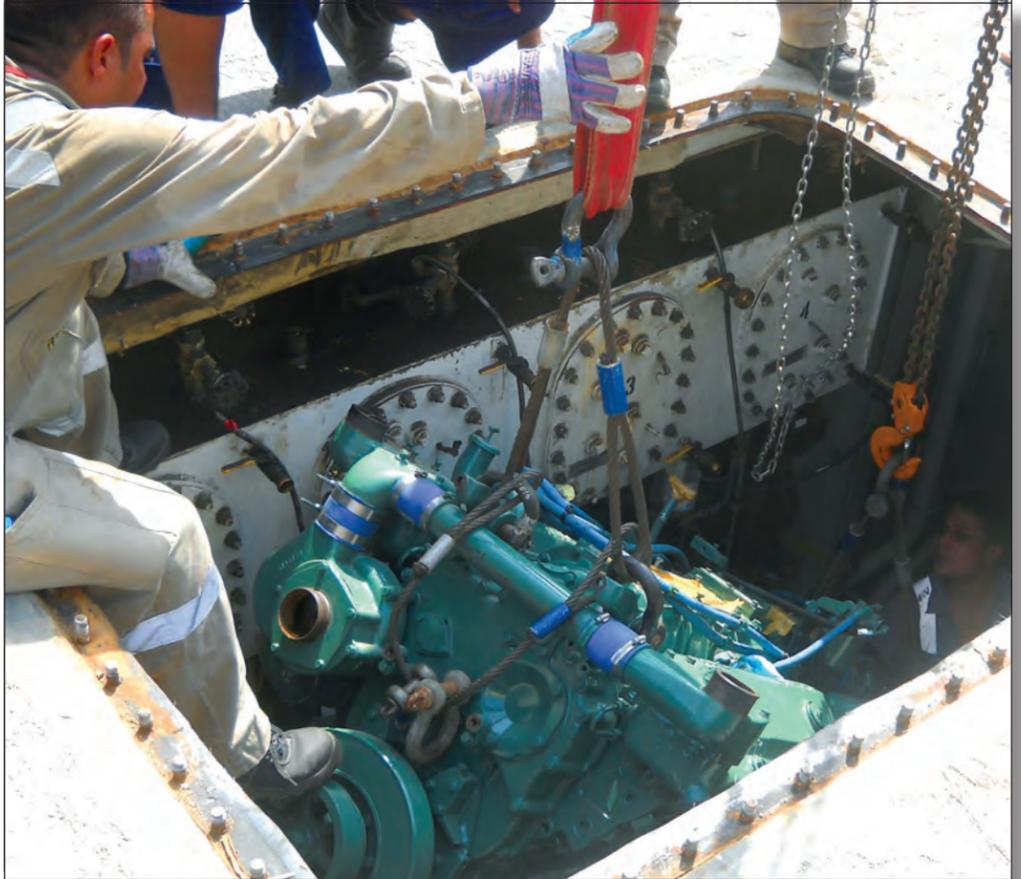
The USS Nimitz (CVN 68) Carrier

Strike Group completed its U.S. 5th Fleet deployment in August. Along with the departure of the strike group, CTF-53 bid farewell to USS Rainier (T-AOE 7), which supported Nimitz and other U.S. assets in the region. USS Harry S. Truman (CVN 75) and its strike group, including USNS Arctic (T-AOE 8), relieved Nimitz. Arctic quickly picked up Rainier's workload supporting Operation Enduring Freedom missions.

The staff of MSC Central also supported the return of the chartered cargo ship MV BBC Seattle (T-AK 5272), which completed its quarterly mission to the region. After a brief stop in Qatar, BBC Seattle proceeded to Kuwait to deliver materials for the U.S. Army. The Army's Surface Deployment and Distribution Command received the on-time delivery of BBC Seattle's cargo.

MSCCENT and CTF 53 bid fair winds and following seas to Navy **Lt. Samuel Nick, Lt. j.g. Bryan Vaughn, Chief Michael Ferrara and Petty Officers 1st Class Kenneth Powell and Candius Gorham.**

The command welcomes Navy **Lt. Bryson Carter, Chief Warrant Officer 3rd Class Terry Boone, and Petty Officers 2nd Class Antonio Adams and Dionta Mincey.**



Mariners lower a ship's service diesel generator into the engine room onboard fleet ocean tug USNS Catawba (T-ATF 168) in the Arabian Gulf. The generator, one of three onboard, was recently overhauled and will supply electrical power throughout the ship. (U.S. Navy photo by Jon Morris)

COMPASS • HEADING

Port Chief Engineer East Andy Goan turned over his duties in mid-August to **Chief Engineer Trevor Darling**. While assigned to the port-side position in Norfolk, Va., Goan participated in the successful final contract trials of USNS Spearhead (JHSV 1).

Military Sealift Command's equal employment opportunity and affirmative employment division hosted an observance of Women's Equality Day for Norfolk personnel Aug. 22. This year's theme was "Women's Right to Vote." **Director, Total Force Management, Eileen Roberson** spoke at the event and Navy **Rear Adm. T.K. Shannon**, commander, Military Sealift Command, attended.

Chief Engineer Eric Simpson relieved civil service **Capt. Bill Wiggins**

in August as head of MSC's human capital development group. During his tenure, Wiggins closed out the final revision requirements in the Civilian Mariner Personnel Instruction 610.

New employee orientation classes supported the in-processing of 72 newly hired civil service mariners in August. Twenty-one new 3rd officers and 17 3rd assistant engineers comprised the majority of new CIVMARs.

Civil service mariner training centers located in San Diego and Earle, N.J., have revised their class schedules and have returned to a five-day schedule. The centers had earlier, due to the mandatory furlough of DOD civilian personnel, operated under an abbreviated schedule.

Fair winds and following seas to **Able**

Seaman Linwood Barbour, Human Resources Specialist Melba Culver, Able Seaman Dwight Foss, Financial Technician Ralph Irizarry, Jr., Able Seaman Jimmie Lapan, Sr., and Accountant Mark Morehouse 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.

EUROPE/AFRICA • NEWS

U.S. Navy Combat Logistics Force ships operating in the Europe and Africa area of responsibility conducted 30 replenishments at sea throughout the month of August in support of U.S. and NATO fleet operations.

USNS Leroy Grumman (T-AO 195) provided extensive replenishment support for the USS Harry S. Truman Carrier Strike Group throughout several weeks of high-tempo operations in the Mediterranean Sea. Grumman conducted 28 underway replenishments with the strike group and other U.S. Navy and NATO assets, delivering a total of 3.7 million gallons of F-76 fuel and 501,000 gallons of JP-5 fuel in 13 stand-alone days in August. During the ship's busiest day, Grumman conducted seven UNREPs in a 24-hour period.

"As the situation in Syria monopolized the international community at the end of August, Grumman's crew became a linchpin in providing critical logistics support to U.S. Navy ships on station for potential contingency operations," said Navy **Capt. John Rinko**, commodore, MSC Europe and Africa/Commander Task Force 63.

USNS Arctic (T-AOE 8) departed Rota, Spain, in early August. Arctic entered the U.S. 5th Fleet area of responsibility in mid-August after conducting underway replenishments with the Truman CSG and cruiser USS Gettysburg (CG 64) in the Mediterranean Sea.

Oceanographic survey ship USNS Bruce C. Heezen (T-AGS 64) spent August operating off the coasts of Mozambique and Tanzania.

Oceanographic survey ship USNS Pathfinder (T-AGS 6) underwent a maintenance period in Cadiz, Spain, in early August, before conducting sea trials later in the month.

MSC-chartered tanker MT Astir Lady transited the Suez Canal in early August to deliver F-76 and JP-5 fuel to Navy assets operating in Augusta and Souda bays.

MSCEURAF/CTF-63 bid fair winds and following seas to Navy **Capt. Richard Soucie**, who served as commodore of MSCEURAF/CTF-63 for 25 months.

MSCEURAF/CTF-63 also welcomes **Meghan Patrick Henderson**, public affairs, and **Boatswain's Mate Chief David Fisher**, operations.

DC • HIGHLIGHTS

MSC Washington hosted **Joan Bradley Wages**, CEO and president of the National Women's History Museum, for a Women's Equality Day Celebration Sept. 4. Wages provided an outside-the-history-book lesson on women's equality, highlighting the contributions of numerous women who led the suffrage movement for 72 years. Among other historical information, attendees learned that women comprised the first

group to picket the White House for political purpose.

The command welcomes **Intelligence Specialist 1st Class Kelly Wiley**, operations.

MSC bids farewell to Navy **Capt. Robert Marin**, Prepositioning Program; Navy **Capt. Joann Fitzell**, force nurse; and **Personnel Specialist 2nd Class Brittney West**, maritime forces, manpower and management.

MSCEURAF/CTF-63 changes command

By Meghan Patrick Henderson
MSCEURAF Public Affairs

Commander, Military Sealift Command Europe and Africa/Commander Task Force 63 held a change of command ceremony at Naval Support Activity Naples Aug. 21.

Capt. John Rinko relieved Capt. Richard Soucie as commander.

The guest speaker, Vice Adm. Frank C. Pandolfe, commander, U.S. 6th Fleet, acknowledged Soucie's many accomplishments during his command tour, which included control of all sea and air Navy logistics assets; prepositioning forces; special mission ships and strategic sealift capabilities throughout the U.S. 6th Fleet area of responsibility in Europe and Africa.

"Commodore Soucie commands the room when he speaks, and there is no doubt that CTF-63 is in the hands of a master: a Sailor who knows the sea as only time at sea can teach a man who cares deeply about his people and a leader focused on accomplishing the mission correctly every time," said Pandolfe.

Soucie, who will transfer to U.S. Central Command for a tour as MSC liaison officer to the combatant



Vice Adm. Frank C. Pandolfe, center, commander of U.S. 6th Fleet, observes as Capt. John Rinko, left, relieves Capt. Richard Soucie as commander of Task Force 63 and MSC Europe and Africa, during a change of command ceremony at Naval Support Activity Naples. (U.S. Navy photo by MC2 Corey Hensley)

command, reflected on his tenure as the MSCEURAF/CTF-63 commodore and thanked his military and civilian staff members for the opportunity to lead them.

"The complexity and impact of naval logistics has grown in response to changes in the diverse nature of the forces we support and the expansion of roles and missions," said Soucie. "The superb efforts [of my staff] have ensured that the war-fighters on the front lines have fuel ashore, afloat and in the air. They have moved countless tons of cargo and equipment for stock replenishment, exercise support, and for real-world operations around the

globe. I couldn't have handpicked a better group of individuals. They are a team of all-stars."

MSCEURAF/CTF-63's new commander, who transferred to NSA Naples from San Diego where he served as the force nuclear propulsion officer at commander, Naval Air Force, Pacific, praised his new staff for the work they do.

"Captain Soucie, you've provided me with a great organization to take over. [MSCEURAF/CTF-63] ensures that our fleet is ready to face the challenges of tomorrow," said Rinko. "This group has established a reputation that is second to none, the best

of the best. I'm anxious to roll up my sleeves and work with you."

As CTF-63, his responsibilities will include coordinating and providing transportation and delivery of personnel, equipment, fuel, supplies, repair parts, mail and ammunition via air and surface logistics assets - including MSC Combat Logistics Force ships - to sustain U.S. forces in the European and African theaters. As MSCEURAF, he will be the area commander in Europe and Africa for MSC, exercising tactical control of all U.S. transportation command forces in the European and African theaters.

Thoughts from Capt. John Rinko on assuming command

Military Sealift Command Europe and Africa, welcomed new leadership as Capt. John Rinko assumed command Aug. 21. Rinko joins MSC following a tour in San Diego as the force nuclear propulsion officer at commander, Naval Air Force, Pacific. More information about Rinko's service is available at <http://www.msc.navy.mil/leadership/msceuraf.htm>. The following interview, originally posted to MSC's official blog, shares a few thoughts from Rinko about his new command:

How has your Navy experience prepared you for command at MSCEURAF?

Rinko: Having commanded organizations previously, I understand the importance of logistics support to executing a mission at the unit level. Material support is necessary for each unit to maximize operational readiness and support to a mission.

In addition, there's the leadership piece. Because I've held a wide variety of jobs as a leader, I'm prepared to organize and run a wide variety of organizations. I've recognized that each organization has its own unique mission, which must be catered to individually. I've also recognized the thread of similarities in all organizational structures. This experience will help me operate effectively and lead a

major staff to ensure mission success.

As a Navy leader, who is your role model and why?

Rinko: There are quite a few individuals who have influenced me throughout the years. These individuals remained operationally focused and understood that mission readiness is first and foremost in what we do. They understood the operational urgency that we tend to operate under, and they recognized that our Navy's most important resource is its people. When people are properly taken care of, it maximizes operational effectiveness. Those who could balance the personal and professional sides of leading people were the

most influential to me.

What would people be surprised to learn about you?

Rinko: I grew up in the rural community of Great Valley, N.Y. The Navy was not first and foremost in anyone's vernacular. The biggest waterborne vessel I operated before I began ROTC at Union College was a canoe. But I had several uncles who were in the military, two of whom were in the Navy. I saw these uncles use the Navy as a resource to better themselves personally and professionally, and I saw them both change their lives for the better. This influenced my decision to follow the same path.

SEACAT exercise helps build partnerships

The annual Southeast Asia Cooperation and Training exercise began this week with three U.S. Navy vessels taking center stage. USNS Matthew Perry (T-AKE 9) and USNS Rappahannock (T-AO 204) joined our Navy's first littoral combat ship, USS Freedom (LCS 1), in a maritime training exercise that included naval forces from seven Southeast Asian countries. Our Navy's three ships served as "vessels of interest" as naval forces trained together to successfully track, locate and board vessels where illicit cargo or personnel were believed to be on board. Military Sealift Command played an integral part of our Navy's strategic security posture to build partnerships and friendships in a key area of the world.

From a nerve center at a Singapore naval base, liaison officers from several Southeast Asian countries began tracking three "vessels of in-

terest." Based on shared intelligence, naval ships from Thailand, Malaysia and the Philippines were deployed to intercept and board these ships suspected of harboring terrorists, carrying dangerous cargo, or involved in other illicit activities.

Sound like a scene from the latest Hollywood blockbuster? Certainly could be.

But, this was no movie and the stars of this two-week, multi-national training exercise dubbed Southeast Asia Cooperation and Training, or SEACAT, were three U.S. naval vessels: Perry, Rappahannock and Freedom.

The SEACAT 2013 exercise, was coordinated from a Multinational Operations and Exercise Center at Singapore's Changi naval base. These watchstanders from Brunei, Indonesia, Malaysia, the Philippines, Singapore, Thailand and the United States tracked the U.S. ships.



USNS Rappahannock (T-AO 204) sails in the Pacific Ocean Aug. 21. (U.S. Navy photo by MC3 Declan Barnes)

Shore-based radars and maritime patrol aircraft from participating nations passed information to the multinational watch floor, where liaison officers developed boarding plans.

Next, ships from the Thailand and Malaysian navy intercepted and boarded Matthew Perry off the coast of Thailand and Malaysia, while a naval vessel from the Republic of the Philippines intercepted and boarded

Rappahannock off the coast of the southern Philippines.

SEACAT highlighted the value of information sharing and multilateral cooperation in scenarios that gave participating navies hands-on practice in maritime security operations.

SEACAT, which began in 2002 under the name Southeast Asia Cooperation Against Terrorism, was renamed after the 2011 exercise to expand the scope of training among regional navies.