

# SEALIFT

Our U.S. Navy's Military Sealift Command

# KOREA

MSTS's  
first  
major  
challenge

INSIDE the September 2013 Issue — Longtime CIVMAR reflects on service • Energy conservation at MSC

# Effective internal communication

The following originally appeared on Military Sealift Command's official blog – <http://mscsealift.dodlive.mil> – and is written by Rear Adm. T.K. Shannon, commander, Military Sealift Command. Communication in any organization is critical to mission success. Shannon talks about the ideal communications environment for MSC and what he expects from all MSC mariners, civilians and Sailors.

Clear, concise communication among ALL involved in making a decision is critical in any organization, especially MSC. Commanders make decisions based on the information they have at the time. Challenges are surmounted when commanders have all the data they need from the subject matter experts, whose knowledge and expertise can make a difference in choosing the right course. We may each have our lane, but we're all in the same pool. I've stated before that feedback is the breakfast of champions. Let me add that cross-feed is their lunch.

And we have a great example of why we need proactive communications: Joint High-Speed Vessel. As many of you know, JHSV will eventually be a mix of government-owned/government-operated and government-owned/contractor-operated ships under the operational control of MSC Atlantic



USNS Spearhead (JHSV 1) departs Naval Station Mayport, Fla., Aug. 5. (U.S. Navy photo by MC2 Adam Henderson)

with maintenance and upkeep under the cognizance of the hard working folks in our Government-Operated Ships division and our Sealift Program. At the same time, our class manager is from our Contractor-Operated Ships division. I don't think it takes a lot of insight to see that without proactive communication across business lines, keeping our ships ready will be a significant challenge.

I want our MSC communication model to be open, efficient and clear. When an issue arises, the responsible

person should begin sharing information up-channel immediately. Bad news does not get better with age.

As reports are made and challenges encountered, everyone needs to think about who else needs to know about the issue, and communicate with them! The more information the ultimate decision-maker has, the better the decision will be.

Feedback is part of that communication process. It doesn't matter what level you are: ship's master or able seaman. If you see or know something about the

issue, you have to communicate that to the other people involved. That includes both the good news and the bad news.

From the top, leaders must never dismiss information just because it came from a lower level. That's the only way those on the deck plates will be confident in voicing their valuable information and opinions.

Whether an issue involves ships, people, money, cargo, training or anything else, clear communication, not only up and down channel but across codes and programs, is crucial. Stovepipes are for stoves, not passing information.

We operate in a high-pressure environment. Two-way communication isn't enough anymore. These days, it has to be three-way or more, getting the right people together to deal with any issue as quickly and knowledgeably as possible.

You can help.

When something happens, get the facts, gather background data and communicate it to the people who need to know, remembering that other codes, departments and programs may be involved.

Together, we can get the job done, complete the mission and solve the problem – if we communicate effectively!

Thanks for your service,

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

## Feedback: What MSC thinks

The following originally appeared on MSC's official blog – <http://mscsealift.dodlive.mil> – and is written by Rear Adm. T.K. Shannon, commander, Military Sealift Command. Ship and site visits allow Shannon, and other MSC senior leaders, to get a realistic sense of what's important to MSC's mariners, Sailors and Navy civilians. A lot of good ideas come from the deck-plate level; the admiral looks at what's on the minds of our Navy's MSC people.

Three months at the helm have allowed me to visit more than 20 ships and the shore staff in San Diego and in Norfolk. As I've said before, feedback is the breakfast of champions, so here's what I'm having for breakfast these days.

Much of the feedback I'm getting is positive – increased training opportunities, challenging work, good shipboard food and pride in ship and mission. That's especially good for the maritime academy cadets who are sailing with us this summer. They are engaged, getting meaningful and productive assignments, and being coached and mentored. In the not-too-distant future, they'll be our replacements as chief engineers and masters.

It's also apparent that our MSC energy conservation culture is taking hold and growing. Many of our civilian mariners and Sailors have pointed out that we need to scrutinize every resupply mission to the fleet to make sure we're using our capabilities and ship capacities as efficiently as possible. We should provide feedback to our customers when their requests require us to do things that don't make sense. Let there be no doubt – we need to meet customer requirements – but we also need to do it as cost-effectively as possible. We need to ask if our customer can accept

a slightly higher level of risk that allows MSC to use a more fuel-efficient speed, or delay delivery slightly so we can combine loads for other customers.

I am amazed and gratified by the good ideas from our waterfront folks. Our mariners and Sailors are very resourceful! Please keep the feedback coming. Use your chain of command. Feedback gives headquarters people regular doses of reality and keeps us from being isolated.

I observed my first Ship Material Assessment and Readiness Testing (SMART) aboard USNS Richard Byrd and was truly impressed by the professionalism and knowledge of our mariners and the pride they have in their ship. The same holds for the reduced operating status crews aboard the six large, medium-speed, roll-on/roll-off (LMSR) ships I've visited. These 10-person crews have an enormous responsibility to keep the massive ships ready to answer the bell.

Shoreside, I'm impressed by how quickly the staff moves on new assignments, gathering information, sorting and sifting options and making good decisions. I could not be more proud of our lean and agile force around the globe. Even though we're only one deep in some billets and deal with much larger staffs in the Pentagon, we move fast and efficiently. We just need to keep our focus (and always check with our amazing and talented team of lawyers to make sure we don't violate the law).

By far, the biggest area of concern, afloat and ashore, is furloughs. Many of you who have given up six paid working days tell me that you're okay now, but seriously concerned about what will happen in fiscal year 2014. We don't know at this point, but reduced future defense spending is almost certain.

Remember that our Civilian Employee Assistance Program (CEAP) offers professional, confidential counseling and consultation that can help you deal with the stress you may be facing. Our CEAP is free of charge for you and your dependent family members. Contact 1-800-869-0276 for assistance.

Meanwhile, here's the basic message on furloughs – due to furloughs, some work must be deferred. That requires prioritization, but NOT compromise on quality. We have to work even smarter than we already are.

We need to plan farther ahead and think outside of our areas of responsibility to other organizations and groups that may have an impact on us. Every command is handling furloughs differently. We need to communicate ahead of time with our customers and our suppliers. For instance, if our ship is due to hit port on a Friday, we need to know if tug and pilot services are available then. Can we get shore power? Are line handlers going to be on the dock? What about forklift operators? It's no longer "business as usual." We've all got to think farther ahead about furlough impacts and consequences.

Wherever I go, I find our product and brand remain strong with all our customers. We need to maintain that by always being mindful of our core businesses. Yes, we are our Navy's command of choice in many growth areas: Joint High-Speed Vessels, Mobile Landing Platforms, Afloat Forward Staging Bases, hybrid crewing, etc. Yet, while change is inevitable in our business, we'll likely always be feeding and fueling the fleet and delivering massive amounts of cargo for DOD.

I know the MSC team can do it! Always have – always will.

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# Sailors and CIVMARs are One Team

## Aboard USS Frank Cable, hybrid crew works together

By MCSA Gabrielle Joyner  
and MC3 Zac Shea  
USS Frank Cable Public Affairs

*\*Editor's note: The following is excerpted from the original navy.mil article.*

The submarine tender USS Frank Cable (AS 40) is a unique ship, home ported on the island of Guam.

She does not launch missiles like a cruiser. At a length of 644 feet, she does not invoke the same awe as an aircraft carrier. However, her mission as a submarine tender is one of grave significance and she has a powerful tool in her arsenal that many other ships do not, a hybrid crew of Sailors and civil service mariners.

Military Sealift Command comprises roughly 20 percent of Frank Cable's crew and together with Sailors, they make the Frank Cable's mission of conducting maintenance and support of submarines and surface vessels deployed to the U.S. 7th Fleet area of responsibility possible.

"The Navy benefits from the

best of both worlds; a smaller number of CIVMAR crew to perform basic ship functions while maintaining the advantage of a full U.S. Navy repair department to provide services to the warships we are tasked to support," said David Kramer, officer in charge of MSC on Frank Cable. "Frank Cable's crew clearly illustrates that the hybrid crew concept can be successful and that hybrid crewed ships are able to meet the needs of the Navy."

While MSC has been on board since February 2010, Frank Cable is already reaping the benefits.

"We had the first over-the-side handling of a tomahawk and torpedo in 10 years last summer. That was a huge win," said Capt. Pete Hildreth, commanding officer of Frank Cable. "I think a big reason why Frank Cable is successful is because both the Sailors and the CIVMARs are committed to getting the mission accomplished and want to see the ship be successful. Whether it's bringing a submarine alongside, repairing a submarine, or handling weapons,



USS Frank Cable (AS 40) is moored in Sepangar Bay for a routine port visit in Malaysia in March 2013. The ship performs maintenance and support of submarines and surface vessels in U.S. 7th Fleet. (U.S. Navy photo by MC3 Chris Salisbury)

they're all dedicated to getting the mission accomplished."

Navy and MSC have integrated in various areas on the ship. Both sides owe their successes to rigorous preparation and teamwork.

"MSC puts a lot of effort into training the junior officer of the deck on navigation, contact management, radars and basic underway procedures and I think that's a real success story there," added Hildreth. "The integration in the damage control lockers I think has also been a big success. You see the Sailors and CIVMARs working together to combat casualties in a drill scenario, that's worked out really well for us."

For many other ships in the Navy, the thought of civilian mariners living together and working side by side with Sailors would be completely foreign, but for this submarine tender, it's just business as usual.

"Whatever the plan of the day is, MSC CIVMARs and U.S. Navy Sailors already know that we are one ship, one crew and get the job done," said Paul Torres, an Able Seaman with MSC. "We are all doing our thing and working in harmony. I'm very glad to be a part of

the crew aboard Frank Cable and I would not trade it for anything."

Navy uniformed personnel assigned to Frank Cable felt similarly.

"It's a well-oiled machine," said Lt. j.g. Jesse Cross, Frank Cable's assistant radiological controls officer, who works with MSC during his junior officer of the deck watches. "The chief mate and chief engineer work hand in hand with the commanding officer and executive officer and I think that mentality of teamwork is echoed throughout the wardroom and the chiefs' mess." This spirit of cooperation isn't limited to the senior ranks. Logistics Specialist 3rd Class Logan Freitag works in the supply department alongside CIVMARs and believes respect and courtesy are essential to maintaining a positive relationship.

"The CIVMARs manage about half of our store rooms on Frank Cable," said Freitag. "The interaction is always very professional and runs smoothly for everyone involved."

"Together, we can complete any mission and get anything done," said Torres. "We are the mighty AS-40."



Sailors and civil service mariners heave in line, preparing to lower a small boat from the ship. Frank Cable is forward deployed to the island of Guam. (U.S. Navy photo)

## Students with Operation Smile visit Comfort

The following story originally appeared August 1 in Military Sealift Command's official blog, <http://mscsealift.dodlive.mil>.

One of our Navy's hospital ships, USNS Comfort (T-AH 20), hosted approximately 550 students as part of Operation Smile's International Student Leadership Conference July 31 in Norfolk, Va.

Touring the ship's medical treatment facility helped the students connect with Operation Smile's mission on a global scale, while educating them on the value of service within their communities. Ultimately, the visit helped students develop their skills as future philanthropic leaders.

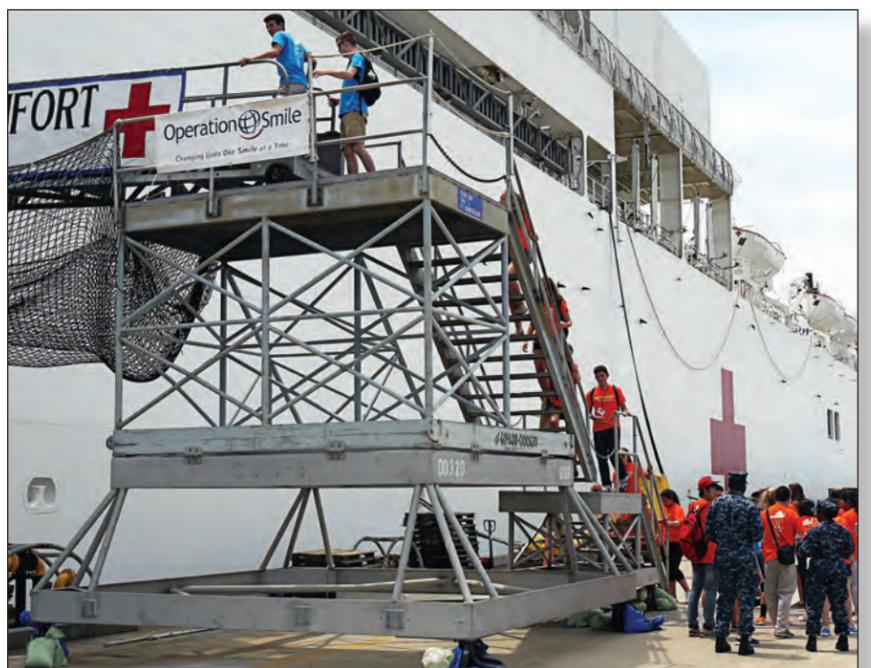
Hailing from 24 countries including the United States, Canada, Jordan, Philippines, South Africa, Brazil, Columbia, India,

Kenya, Mexico, Nicaragua, Sweden and Vietnam, the students' ages ranged from high school through college.

Dr. William Magee, cofounder and chief executive officer of Operation Smile, accompanied the students and provided insight into the cooperation between the medical treatment facility within the ship and the organization.

Capt. George McCarthy, Comfort's civil service master, and Navy Capt. Kevin Knoop, director of the medical treatment facility, met the students as they boarded the ship.

Operation Smile, a worldwide children's charity organization that helps treat facial deformities such as cleft lips and cleft palates, accompanied the military medical staff of Comfort on surgical missions in Nicaragua, Peru, and Columbia during humanitarian missions in 2008 and 2009.



Students board hospital ship USNS Comfort (T-AH 20) in Norfolk, Va., for a tour July 31, part of Operation Smile's International Student Leadership Conference. (U.S. Navy photo by Bill Cook)

# Ship of Honor

**The following is an excerpt from a speech** given by retired Rear Adm. J. Robert Lunney of the New York Naval Militia during a Memorial Day ceremony held at the Soldiers and Sailors Monument in Riverside Park, N.Y., May 27. Lunney served aboard a merchant ship chartered by Military Sea Transportation Service, now Military Sealift Command, during the Korean War and he sailed at all times under military orders. The following account is his recollection of a "great humanitarian feat" that occurred Dec. 25, 1950, when approximately 98,000 refugees were saved from North Korea as the UN forces evacuated.

*"Never in recorded history have combatants rescued so many civilians from enemy territory in the midst of battle. It is estimated that over one million descendants of these stoic and courageous Koreans whom we rescued are living productive lives in Korea today."*  
— Rear Adm. Lunney

The Korean War began on June 25, 1950, and in July, officers and crew were flown to Norfolk, Va., to take the S.S. Meredith Victory out of the laid-up fleet in the James River. The Meredith Victory, a merchant ship operated by Moore-McCormack Lines, had been chartered to the Military Sea Transportation Service. During the Korean War, the ship operated under military orders and most of the time it was part of a U.S. Navy Task Force.

After several shuttle trips between Japanese and Korean ports, the Meredith Victory was called to expedite delivery of jet fuel in drums from Tokyo, Japan, to the Marine Air Wing, Yonpo Airfield at Hungnam, North Korea. This was during the Chosin Reservoir Campaign under the command of Maj. Gen. Edward M. Almond, Commander X Corps.

Hungnam, a port on the East Coast of North Korea, is south of the Russian city of Vladivostok. The approaches to the port were through a heavily laid minefield. During September and October 1950 the Navy had lost three minesweepers to enemy mines off Wonsan, just south of Hungnam. Indeed, every conceivable type of mine was found: acoustic, magnetic, contact, pressure and ship counter mines. After advising the sweeper controlling the harbor entrance of our cargo, we were provided charts through the swept channel.

This was now Dec. 14, 1950, but we were unable to discharge as the Marines were evacuating Yonpo under heavy enemy pressure. We were then ordered south to Pusan to discharge the jet fuel. On December 19, with about 300 tons of jet fuel still in our lower holds, we received emergency orders to proceed back to Hungnam where we arrived against enemy forces.

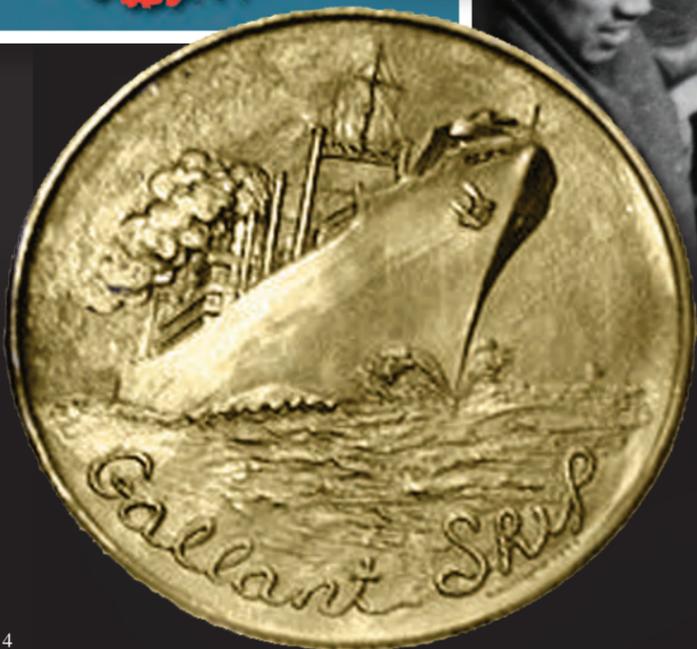
On December 9, Gen. Douglas MacArthur, in the face of overwhelming enemy forces, issued orders to evacuate the entire X Corps by sea to Pusan and other ports in the South.

Army elements, including the 65th Regiment of the 3rd Infantry Division, were deployed in a series of bunkers on the edge of Hungnam. The X Corps Command Post was located in a cave along the beach. As all artillery units were taken out by December 22, the perimeter became dependent on naval gunfire. Thousands of North Korean refugees were pressing toward the water front at Hungnam, their last avenue of escape from the threat of annihilation.



Rear Adm. J. Robert Lunney recalled

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by one v



# Miracles



Army representatives serving under General Almond requested Captain Leonard P. LaRue, Master of the Meredith Victory, one of the last ships in the harbor, if he would volunteer to evacuate the remaining refugees from the beach. He was asked to gather his officers together, but without consultation he promptly and quietly agreed to take out as many as we were able.

On the evening of December 22, nested next to a Liberty ship loading military cargo, we commenced embarking the Korean refugees ...at all times we had the protective fire overhead from the U.S. 7th Fleet, including the heavy cruisers USS St. Paul (CA-73), USS Rochester (CA-124) and the battleship, USS Missouri (BB-63), in addition to a carrier, destroyer and rocket ship support. The constant naval air and gun-fire support allowed us to embark 14,000 refugees. Soon after we departed, the entire port was blown up.

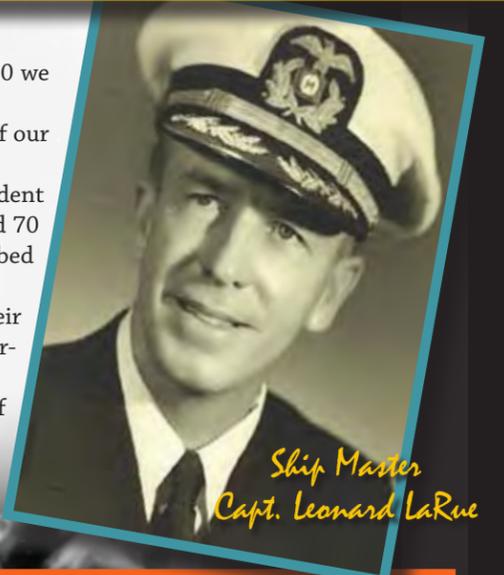
We departed Hungnam on the afternoon of December 23, the last ship to leave with refugees, and after negotiating the minefields, we arrived safely in Pusan on December 24. However, Pusan was extremely overcrowded with huge numbers of UN forces and refugees [so] we were ordered not to disembark. On Christmas Day 1950 we were ordered to Koje Do...where we [finally] disembarked all the refugees.

Because there was no pier at Koje, we safely unloaded the 14,000 refugees into two tank landing ships, one on each side of our ship, for transport to the island.

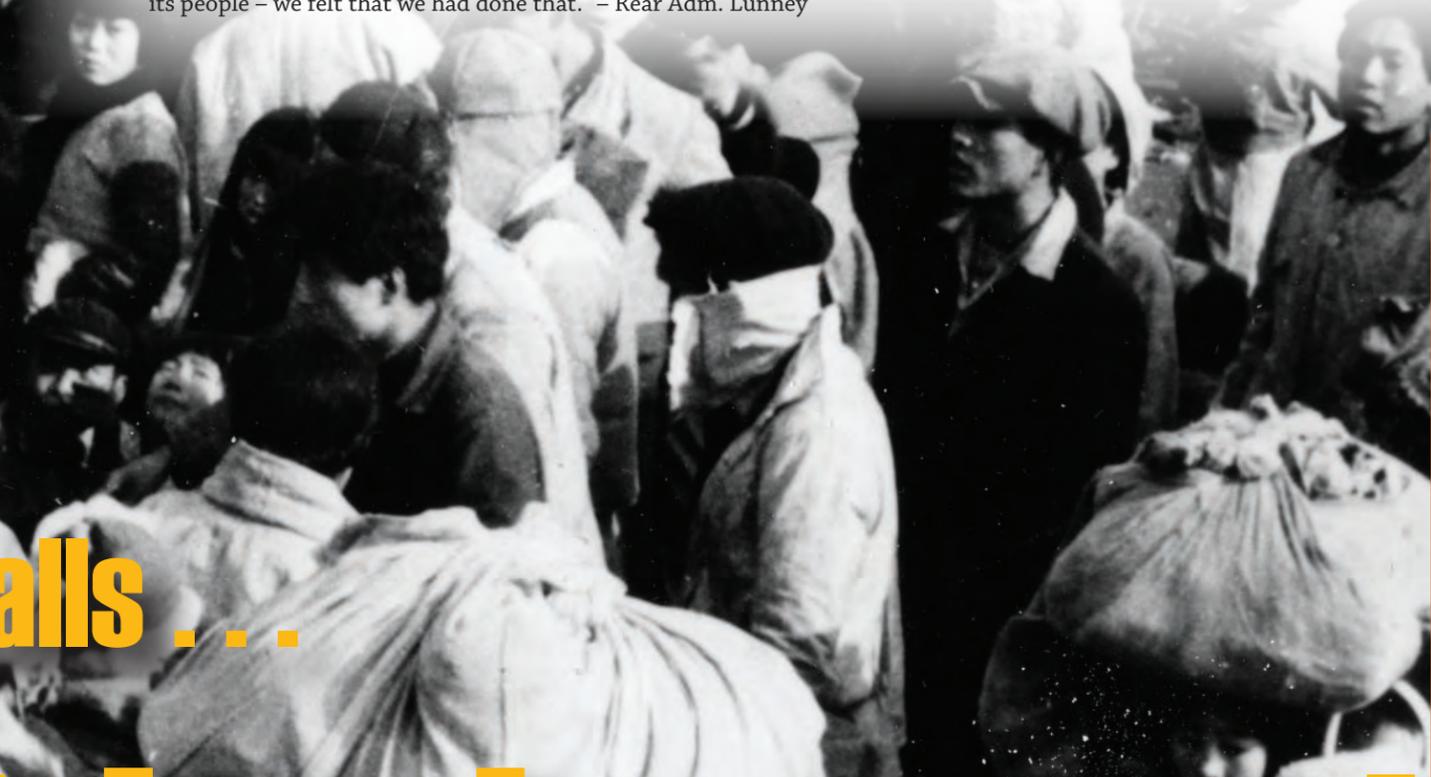
The campaign has been termed by historians as one of the most savage battles in modern warfare. It was cited by President Ronald Reagan in his first inaugural address as being among the epics of military history. A total of 17 Medals of Honor and 70 Navy Crosses were awarded to the campaign – the most for a single battle in modern military history. Time Magazine described it as, “unparalleled ...an epic of great suffering and great valor.”

By a special act of the U. S. Congress [S.S. Meredith Victory] and crew were decorated with the Gallant ship award for their “courage, resourcefulness, sound seamanship and teamwork.” The Guinness Book of World Records has certified that the Meredith Victory “had performed the greatest rescue operation ever by a single ship.”

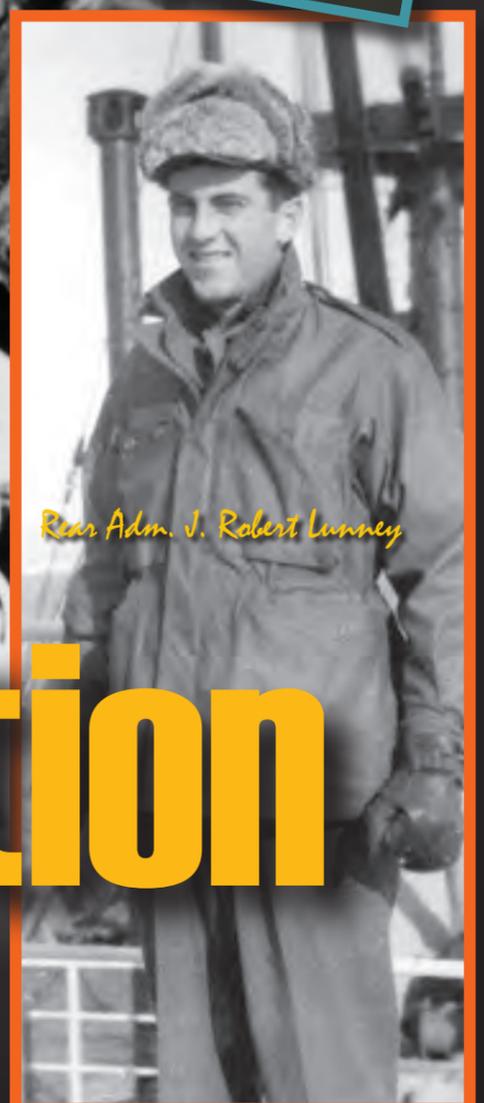
“The idea of war isn’t just about bombs and bad guys, it’s also about preserving the integrity of a nation and the dignity of its people – we felt that we had done that.” – Rear Adm. Lunney



Ship Master  
Capt. Leonard LaRue



alls ...



Rear Adm. J. Robert Lunney

# land evacuation essel

Cover: Assemblage of photos from Naval History and Heritage Command; Rear Adm. J. Robert Lunney; and by Barry Lake.

Center spread: Background (courtesy of NHHC) and above right photos of the main deck of S.S. Meredith Victory packed with refugees. Photos courtesy of Rear Adm. J. Robert Lunney. Photo of Capt. LaRue from ShipofMiracles.com. Map by Susan Thomas.

## FAR EAST • HAILS

**Gail Sellers**, mayor of Gladstone, Australia, visited USNS Wally Schirra (T-AKE 8) during a routine port call to the northern Australian port city July 31.

Schirra's civil service master **Capt. Alex Halliday**, **Chief Mate Ty Penney** and **Cargo Mate Todd Kutkiewicz** led Sellers on a ship tour including the bridge, berthing areas, flight deck and helicopter hangar. Sellers presented Halliday with a plaque commemorating the ship's visit to Gladstone, Queensland State's largest multi-commodity port and the world's fourth largest coal exporting terminal.

Schirra loaded supplies in Gladstone after completing its role in exercise Talisman Saber 2013, a biennial training exercise aimed at improving the combat readiness and interoperability of the Australian Defense Force and U.S. forces. The exercise wrapped up July 29.

Navy **Capt. Leonard Remias**, commander, Maritime Prepositioning Ship Squadron Three, and squadron staff members joined senior U.S. military commanders and local government officials July 21 in a parade commemorating the 69th anniversary of the World War II Battle of Guam. U.S. forces led a three-week campaign

to capture the island from Japanese forces beginning July 21, 1944.

"The celebration recognizes the sacrifices and extraordinary achievements of the people of Guam and service members who served here during World War Two," Remias said. "The event helps to strengthen ties between the local community and U.S. military forces on the island."

Military Sealift Command Office Diego Garcia welcomes supply supervisor **Logistics Specialist 2nd Class Celia Elwin** who relieves **Logistics Specialist 1st Class Kimberly Castro**. Castro earned a Navy Achievement Medal recognizing her achievements during a one-year assignment to MSC's office on the central Indian Ocean atoll.

From Guam and Saipan, MPS Squadron Three **Damage Controlman 2nd Class Johan Olarte** reenlisted for three years in the U.S. Navy. **Logistics Chief Rommel Logan** departed the squadron for his next assignment.

MSC Ship Support Unit Singapore administrative officer **Navy Yeoman 1st Class Curt Hedemark** received the MSC Far East Sailor of the Quarter award Aug. 1 during a ceremony held at MSC Far East headquarters in Singapore.



Information Systems Technician Seaman Ladale Fitzgerald, assigned to USS Mount Whitney (LCC 20), places flags in front of a grave at the Rhone American Cemetery in recognition of the 69th anniversary of allied troops landing in Provence, France, during World War II. (U.S. Navy photo by MC1 Collin Turner)

## ATLANTIC • LINES

**Tom D'Agostino**, director of ship operations at Military Sealift Command Atlantic's Charleston, N.C., office, coordinated the port call and offload for USNS Lawrence H. Gianella (T-AOT 1125) July 24-25. The vessel discharged 135,000 barrels of fuel.

MSCLANT bids farewell to **Phyllis Stewart-Ruffin** and **Petty Officer 2nd Class Rickie Carter**. Stewart-Ruffin served as the command's counsel for the last seven years and celebrated 34 years of total federal service. The command held a retirement ceremony in her honor July 17. Carter, a watchstander in the command's Maritime Operations Center, separated from

the U.S. Navy after 14 years of service. MSCLANT recognized his service during a ceremony July 18. He received the Navy and Marine Corps Achievement Medal (Gold Star in Lieu of Fourth Award) for his accomplishments with the command.

MSCLANT welcomes Navy **Lt. Tanjeia Freeman**, the command's new scheduling officer, and **Chief Petty Officer Mark Klein**, the command's new ordnance chief and senior enlisted advisor. Freeman previously served aboard USS Shoup (DDG 86), and Klein served at the Naval Special Warfare Development Group at Dam Neck in Virginia Beach, Va.



USNS Wally Schirra (T-AKE 8), USNS Yukon (T-AO 202) and USS Denver (LPD 9) transit the Coral Sea during an underway replenishment with Puma helicopters. (U.S. Navy photo)



AB Watch Seaman Melvin Walton scans the horizon aboard USNS Washington Chambers (T-AKE 11) during Cooperation Afloat Readiness and Training Singapore 2013. (U.S. Navy photo by MCC Larry Foos)



USS Antietam (CG 54), left, conducts an underway replenishment with USNS Charles Drew (T-AKE 10). (U.S. Navy photo by MC3 Declan Barnes)

## PACIFIC • BRIEFS

Combat Logistics Force Logistics Officer provided a familiarization brief and direct support coordination to U.K. Royal Navy destroyer HMS Daring (D 32) June 24 during the ship's visit to San Diego. The shipboard visit included advanced logistics planning for Daring in the middle Pacific, and requirements coordination with the Commander Task Force 73 staff. Navy **Capt. Michael Taylor**, commander, Military Sealift Command Pacific, visited Daring and participated in a Battle of the Atlantic commemoration June 26.

MSCPAC coordinated an opportune lift of lube oil to Sasebo, Japan, on board USS Ashland (LSD 48). The operation was a joint effort between MSCPAC, Fleet Logistics Center Yokosuka, Japan, Commander Naval Surface Force, U.S. Pacific Fleet and Hazardous Materials Center San Diego. USNS Henry J. Kaiser (T-AO 187) held a tiger cruise for family members during scheduled underway operations over the July 4 weekend. Family members of the ship's crew observed ship's operations and work tempo, including the underway replenishment of the Japanese ship JS Shimokita (LST-4002). Taylor attended the Commander Third Fleet scheduling conference and commanders conference July 9-11 in San

Diego. The conferences focused on future deployment of forces, ships decommissionings, new acquisitions and schedule impacts due to sequestration.

USNS Guadalupe (T-AO 200) supported USS Hopper (DDG 70) July 16-18 during the ship's independent deployer certification exercise July 16 off the coast of Hawaii. During the exercise, Guadalupe provided logistics services and training evolutions for the certification. Guadalupe returned to port in Pearl Harbor July 19.

The Sea-Based X-band Radar vessel returned to Pearl Harbor, Hawaii, July 12, to continue regulatory certification. SBX will remain in Pearl Harbor until early September, when the self-propelled radar platform will return to sea for additional at-sea test support.

USNS John Ericsson (T-AO 194) supported the USS Boxer (LHD 4) Amphibious Readiness Group's composite training unit exercise in the Southern California area of operations July 15. Ericsson also filled all duty oiler requirements in the area while Kaiser, the normally scheduled duty oiler, underwent maintenance in San Diego.

MSCPAC hosted U.S. Maritime Service **Rear Adm. Gerard Achenbach**, superintendent of the Great Lakes Maritime Academy, July 22.

## CENTRAL • CURRENTS



Boatswain's Mate 2nd Class Zachary Duval leads the replenishment detail aboard USS New Orleans (LPD 18) during an underway replenishment with USNS Henry J. Kaiser (T-AO 187). (U.S. Navy photo by MC2 Gary Granger Jr.)

Navy Combat Logistics Force ships operating in the U.S. 5th Fleet area of responsibility continued logistical support to U.S. and coalition forces, including 77 underway replenishment evolutions, 42 of which performed with coalition, European Union and NATO ships. These evolutions provided by the ships of Commander Task Force 53 enabled U.S. 5th Fleet combatant ships to stay at sea and focused on their missions.

Military Sealift Command Central delivered three Navy Patrol Craft July 3 to Khalifa Bin Salman Port in Bahrain. Chartered heavy transport ship Eide Transporter delivered the craft, which had floated onto the Eide Transporter in Norfolk, Va., in May. The float-off of the PCs began in the early morning hours of July 3 as Eide Transporter allowed water to fill its cargo bay in a controlled 'sink-

ing.' Just prior to sunrise, the first PC was pulled out for transport to Mina Salman port. Once all three PCs arrived at Mina Salman, the ships' crews began the process of reactivating the PCs, which are currently ready for tasking. MSCCENT looks forward to working with the three newest assets in U.S. 5th Fleet.

The patrol craft, Tempest, Squall and Thunderbolt, brought the total number of patrol craft in Bahrain to eight. The increase serves U.S. Naval Forces Central plans to homeport 10 of the craft in Bahrain, with the final two planned for delivery in 2014.

MSCCENT and CTF 53 bid fair winds and following seas to **Petty Officers 2nd Class Ryan Estrella** and **Troy Singleton**. The command welcomes Navy **Cdr. Waymon Jackson**, Navy **Lt. Jeff Phillips**, and **Petty Officer 2nd Class Katherine Anderson**.

## COMPASS • HEADING

Military Sealift Command has named recipients for the 2012 MSC civil service mariner award recipients. **1st Assistant Engineer Christian Teague** is the Marine Employee of the Year, given to the fleet's most outstanding CIVMAR. Within their respective shipboard departments, the following individuals received the Mariner Award of Excellence: **Ship's Communication Officer Edward Cooper**, **2nd Officer Hiram Davies**, **Chief Radio Electronics Technician Romeo Gallego Jr.**, **Medical Services Officer L.V. Hall, Jr.**, **Electronics Technician Charles Harmon**, **Chief Radio Electronics Technician Katherine Jones**, **Operations Chief Michael Ladislav**, **Supply Officer Reginald**

**Lewis**, **Supply Officer Lauretho Lingatong, Jr.**, **Boatswain Mate Ricardo Marquinhos**, **Electrician Robert Newman**, **Yeoman Storekeeper Terry Reyes**, **Medical Services Officer Maria Rodriguez-Moore**, **Yeoman Storekeeper Noli Sia**, **1st Officer Michelle Stark**, **1st Assistant Engineer Christian Teague**, **3rd Assistant Engineer Scott Theriault** and **Ship's Communication Officer Daniel Watkins**.

Shipmate of the Year recipients honor unlicensed CIVMARs for demonstrated ability and skill in assisting, developing and providing on-the-job training to one or more MSC employees. This year's awardees are: **Purser Rhenda Beal**, **Able Seaman Ormand**

**Cooper**, **Boatswain Mate Byron Costa**, **Electronics Technician William Cowan**, **Boatswain Mate Jaime Eldridge**, **Yeoman Storekeeper Mario Fores**, **First Radio Electronics Technician Juahn Gaskins**, **Engine Utilityman Ronie Josafat**, **Chief Radio Electronics Technician Peter Kruszka**, **Electronics Technician Jeremi Luther**, **Supply Utilityman Lourdes Mariano**, **Able Seaman Leonard Montgomery** and **Able Seaman Donald Rodgers**.

MSC's exchange officer on the Navy Command Headquarters Royal Fleet Auxiliary Afloat Support staff changed in late July. **1st Officer Mike Price** returned to the MSC fleet, replaced by **1st Assistant Engineer Christian Teague** who will be MSC's representative on the RFA staff for the next two years.

Fair winds and following seas to **2nd Electrician Moises Cuevas, Jr.**, **1st Of-**

**ficer Frederick Cullen III**, **3rd Officer Craig Hitchcock**, **Boatswain Mate Stephen Ingalls**, **Refrigeration Engineer George Kee Jr.**, **1st Radio Electronics Technician Keith Linsley**, **Boatswain Angel Ortiz**, **1st Radio Electronics Technician Larry Osborn**, **Chief Steward Ludevico Santiago**, **2nd Assistant Engineer Rodrigo Sinsuan** and **Utilityman Leron White** as they retire. Thank you for your service.

Also retiring in July, **Command Master Chief Daniel Wilson** was honored in a retirement ceremony, held on Naval Station Norfolk, Va., July 3.

As part of MSC's recent update of the command's internet website, CIVMAR specific information has been moved to [www.civmar.sealiftcommand.com](http://www.civmar.sealiftcommand.com). Merit promotion, training, travel, medical, payroll, and employee benefit information for CIVMARs is now available at this new location.

## DC • HIGHLIGHTS

Navy **Rear Adm. T.K. Shannon**, commander, Military Sealift Command, presented Navy **Capt. Don Williams**, logistics, with the Legion of Merit during an award ceremony Aug. 13. Williams earned the award for exceptional service during his tour. **Yeoman 2nd Class Letisha**

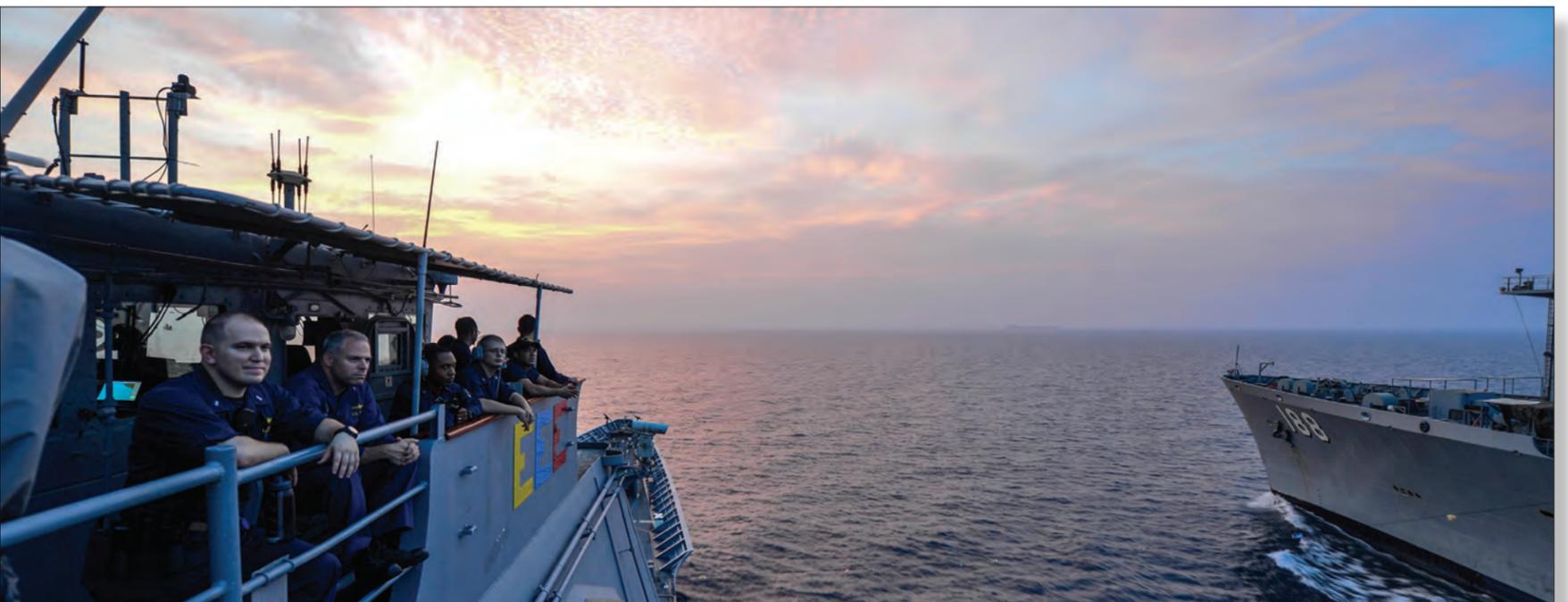
**Hill** and **Yeoman 2nd Class Erika Castillo**, maritime forces, manpower and management, earned the Military Outstanding Volunteer Service Medal for support to the Naval District Washington Regional Community Service Program.

The command welcomes **Yeoman**

**2nd Class Joshua Olds**, command administration; Navy **Capt. John Arbter**, Contractor-operated Ships; Navy **Lt. Terrence Jones**, maritime forces, manpower and management; Navy **Cdr. Joel Harvey** and **Operations Specialist 2nd Class Antonio Dandrea**, operations; Navy **Capt. Ernest Harden**, logistics; Navy **Capt. Lynn Acheson**, command, control, communication and computer systems;

**Tyler Lecocq**, engineering; and **Britni Jones**, **Steven Galer** and **Daniel Glod**, contracts and business management.

MSC bids farewell to **Lt. Noel Smith**, maritime forces, manpower and management; **Jennifer Wegner**, office of counsel; **Derek Swanson**, operations; **Capt. Don Williams**, logistics; and **David Muller**, command, control, communication and computer systems.



Sailors assigned to USS Monterey (CG 61) observe an underway replenishment with USNS Joshua Humphreys (T-AO 188) in the Arabian Gulf. (U.S. Navy photo by MC3 Billy Ho)

# CIVMARs look back on MSC service

## Internet adds “whole new dimension to life at sea”

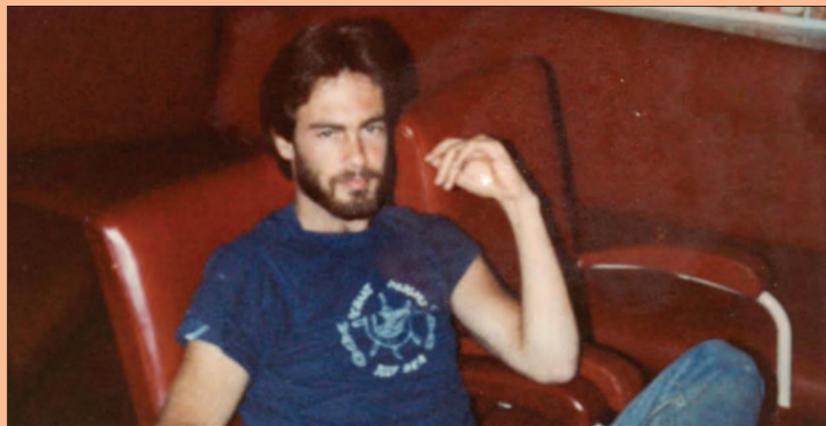
The following article originally featured August 6 on Military Sealift Command's official blog, <http://mscsealift.dodlive.mil>. It is a reflection on a life at sea with MSC written by civil service mariner Bill Doran while 1st officer of USNS Big Horn (T-AO 198).

I recently went over 35 years of federal service, 31 with Military Sealift Command and four in the Navy. It was suggested that I write a little “then and now” piece about MSC to note some of the many changes I have witnessed over the years.

I met my first MSC ship in an unusual way. I was reporting to USNS Redstone based in Cape Canaveral, Fla. On that day – April 30, 1982 – Redstone had just finished a shipyard period in Savannah, Ga. When my taxi arrived from the Savannah airport to where the ship was supposed to be moored, it was no longer

there. As the cab got closer to the waterfront, the driver and I could see the ship up the river coming about in the turning basin. The taxi driver appropriately called his dispatcher. In turn, the dispatcher called the pilot station. An hour later I was boarding Redstone by pilot boat, up the pilot ladder, and just before the harbor pilot disembarked.

Now, I'm sailing as chief mate on USNS Big Horn with Capt. Steven Karavolos. The captain and I were able seaman and shipmates in 1984 on the oiler USNS Mississinewa, affectionately known as “The Missy.” At the time, we were winch operators on the underway replenishment team delta. Our job was to control the non-tension rigs of “the old days.” Our team's slogan was; “Fly Delta, We're Ready When You Are!” Captain Karavolos and I sailed together again in 1993 on board USNS Concord after coming through the “hawse pipe,”



AB Bill Doran relaxes in the lounge of USNS Sirius circa 1982. (Photo by AB Gordon Burroughs)

as second mate and third mate respectively. This history makes my present assignment pleasant.

Here's another one for the “then” column. Before the days of closed circuit television on ships, and long before satellite television service, our entertainment came in the form of 16mm movies. The film reels were transferred in coal bags between ships during replenishment operations. We were all quite excited about the new movie titles and what would be in store for that evening on the mess deck or lounge during movie hour. Redstone even had a theater on board. It was great camaraderie to gather with shipmates and enjoy popcorn, soda pop and good movies.

Nowadays we are able to keep abreast of current events and can watch some of the same shows and events on satellite television that the folks back home are watching. Here on Big Horn, we are fortunate to have access to 32 Direct TV channels. After working hours, though, many crewmembers doister themselves in their rooms until the following work day.

I sailed on a few ships back in the 1980s that had amateur ham radio operators in the crew. On occasion, they

would invite crewmembers to patch telephone calls through another ham operator back in the States. I remember calling my mom from somewhere in the Mediterranean Sea a couple of times. She would get very tense because she was supposed to say “over” each time she finished speaking – she could hardly concentrate on the conversation at hand. Phone calls from overseas were quite expensive back then.

In years gone by, traditional mail service, snail mail, could take a month or more to find its way to you, whether your ship was stateside or deployed half way around the world. Now the modern technologies of e-mail, satellite telephone and internet allow today's mariners to reach out and touch their love ones and friends very easily. With e-mail, just hit the send button! When mariners were first allowed access to e-mail in the late 1990s, I felt a whole new dimension to my life at sea. I was not as isolated.

I look back on my years with MSC with many fond memories – friendships with shipmates that will last a lifetime and more adventures than I could have ever dreamed of. I've been blessed with a great sea career and livelihood.



Capt. Steve Karavolos, right, civil service master of USNS Big Horn (T-AO 198), presents a certificate June 4 to 1st Officer Bill Doran. (U.S. Navy photo by 3rd Mate John Bonner)

## What does it take to sail as a CIVMAR today?

The following interview originally featured July 15 on Military Sealift Command's official blog <http://mscsealift.dodlive.mil>. Lt. j.g. Paul Williams conducted the interview.

Pat Mooney has been a civil service mariner with MSC for more than 24 years. Mooney served four years in our U.S. Navy as a Boatswain's Mate prior to beginning his career with MSC as an ordinary seaman. He currently serves as ship's boatswain aboard USNS Joshua Humphreys (T-AO 188).

**Q. What is one of the most significant changes you have seen in your career at sea with MSC?**

**A.** One of the changes is the quality and capabilities of the ships. When I started out with MSC, we had World War II-era ships in service and others that had old and outdated equipment. The ships of today, like the Humphreys, are floating palaces...they have wide open spaces, gymnasiums and a lot of other amenities.

From a personnel standpoint, we also had a lot more retired Navy veterans who served on our crews when I started my career. We still have a lot of veterans

but we also have a lot of crew members who have never served in the military and are either coming right out of high school or the maritime academies.

From a capabilities standpoint, with all of the technology and experience we have with underway replenishments, we can do practically anything to serve the Navy's warfighting fleet.

**Q. Are there differences in the CIVMARs who are coming into MSC now than when you first started, and what do today's CIVMARs need to be successful in their careers?**

**A.** Today's CIVMARs have good attitudes and work ethic. They are on time and resourceful.

To be a successful CIVMAR today, you really have to be a go-getter and self-starter. The successful CIVMARs will want to advance and will go to the schools and get a broad range of experience while serving on the ship. MSC has a lot of opportunities for new CIVMARs today. They have schools to advance their careers that they did not have when I first started.

**Q. What was a challenge when you started your career as a CIVMAR that remains one today?**

**A.** Telling my wife I am going to sea (laughs). While our length of tours started at nine months and then dropped to six months and finally to the current four months, this is still a long time at sea. We have also become so efficient with performing underway replenishments that we are spending less time in port. Now we are in port to pick up fuel and cargo and return to sea in less than 18 hours. I wish we could spend another day in port to catch our breath. The underway replenishments take a lot out of you and we are doing

more of them now than we ever have.

**Q. What is the most rewarding part of your work with MSC?**

**A.** I really enjoy teaching people the technical aspects about being a CIVMAR. It is really rewarding when you teach people how to work on the deck and how to work winches and cargo rigging. I also find it very satisfying to perform underway replenishments and know that we are keeping the combatant ships at sea and on station longer than we ever have before.



Aboard USNS Joshua Humphreys (T-AO 188), Boatswain Pat Mooney says life at sea is about “good attitudes and work ethic.” (U.S. Navy photo)