

SEALIFT

Our U.S. Navy's Military Sealift Command



How the pieces come together

RIMPAC 2014



INSIDE the Fall 2014 Issue — MSCEURAF cargo ops in Norway • Exercise Fortune Guard 2014 on Kaiser

Henson: Surveying critical info for 7th Fleet



USNS Henson (T-AGS 63) conducts survey operations in the waters off the coast of the Republic of Korea. (U.S. Navy photo)

By MC1 Brannon Deugan, Commander, U.S. 7th Fleet Public Affairs

BUSAN, Republic of Korea (NNS) -- Military Sealift Command multipurpose oceanographic survey ship USNS Henson (T-AGS 63) collects and analyzes oceanographic data used to support U.S. Navy warfighters. The ship serves as a platform for conducting hydrographic, acoustic, oceanographic and bathymetric survey operations worldwide and is currently operating in the U.S. 7th Fleet.

"Henson is a multifunction ship," said Steven Faber, Mine Warfare Fleet Support lead. "We provide data that assists in the decision making for everything from mine warfare to anti-submarine warfare."

Data collected by Henson will be analyzed and used in numerous different products specifically requested by U.S. 7th Fleet to meet mission requirements.

"Henson paints a picture of the environment on the floor of the ocean," said Brian Hartley, Henson's data manager. "This is important because it gives warfighters the ability to make decisions based off timeline data that oceanographic survey ships like Henson have collected over the years."

Henson was designed to provide multiple capabilities including physical, chemical and biological oceanography; multidiscipline environmental investigations; ocean engineering and marine acoustics; marine geology and geophysics; and bathymetric surveying. These capabilities provide an in-depth understanding of ocean conditions, which helps prioritize search efforts in areas such as mine warfare.

"With the capabilities available to us in our equipment, we can understand how the environment and terrain affects the use of mine warfare in the future," explained Hartley. "If we know an area is silt and the laying of a mine there would cause the mine to simply sink into the bottom, searching there would be more problematic, say, than for an area with sandy terrain and several hazards. That would be an area to really do an extensive search for mines in the future."

Henson is a platform for surveyors with the Naval Oceanographic Office. NAVOCEANO has technical control of Henson and four other survey ships and uses a variety of platforms, including ships, aircraft, satellite sensors and buoys to collect oceanographic and hydrographic data from the world's oceans. Henson is operated by MSC for Commander, Naval Meteorology and Oceanography Command.

NAVOCEANO, the largest subordinate command within the CNMOC, is responsible for providing oceanographic products and services to all elements of the Department of Defense.

ATLANTIC • LINES

For 30 years MSC has participated in Operation Pacer Goose, providing fuel, equipment and machinery to Thule Air Base in Greenland. MSC Atlantic Marine Transportation Specialist **Brian Hill** was there for fuel and cargo discharge operations and retrograde cargo load out to bring back to the United States. MV Ocean Giant was the cargo vessel for this year's ops; MT Arctic Bay took JP-8 fuel to the base.

Both ships were escorted by Canadian Coast Guard Icebreaker Pierre Radisson. July averaged 35 degrees, with winds often at 35 knots. Heavy fog did not significantly impact cargo or fuel ops. MV Ocean Giant, the last ship to complete ops, left Thule July 22.

USNS Medgar Evers (T-AKE 13) delivered eight pallets of food and nearly 450,000 gallons of fuel to four warships for multinational Task Group Exercise in Halifax, Canada, July 29-30. TGEX is a U.S. and Canadian, multi-warfare exercise to train independent deploying ships in various mission areas.

Chris Thayer, director, Contractor-Operated Ships, **Fred McKenna**, deputy director, Government-Operated Ships and Navy **Capt. Dean Vesely**, commander, MSCLANT, hosted **Eric Sayers**, Defense Policy Advisor to Congressman J. Randy Forbes, July 8 in preparation for a House Armed Services Committee subcommittee. Sayers toured USNS PFC Eugene A. Obregon (T-AK 3006) and USNS Medgar Evers (T-AKE 13).

MSCLANT and CTF 83 welcomed

home USNS John Lenthall (T-AO 189), returning to Norfolk Naval Station July 23 after a six-month deployment to the U.S. 6th Fleet area of responsibility. Lenthall participated in multinational Exercise Noble Dina, designed to develop individual and collective maritime safety and security proficiencies in the region.

USNS Choctaw County (JHSV 2) hosted **Rear Adm. Gregorio Nunez** and **Capt. Gonzalo Gallegos** from Secretaria De Marina Armada De Mexico Aug. 21, and Professional Staff Members **Colleen Gaydos** and **Jennifer Santos** from the Senate Armed Forces Appropriations Committee-Defense Aug. 27. Ship master, **Capt. Doug Casavant**, and **Capt. David Bradshaw**, provided a tour, highlighting Choctaw's unique design, abilities and mission sets.

Congrats go to USNS Grasp (T-ARS 51) for receiving the David M. Cook Food Service Excellence Award in MSC's East Coast small ship category for the third year. **Donald H. Mead II**, steward cook, **Reginald R. Lampkin**, cook-baker, and two steward utilitymen, **Eric A. Smith** and **Brendan C. Brown**, received the award aboard Grasp Aug. 6 from MSC Commander **Rear Adm. T.K. Shannon**.

Welcome home USNS Patuxent (T-AO 201). The ship returned to Norfolk Aug. 9, after more than six months in U.S. 5th Fleet and U.S. 6th Fleet. Travelling more than 44,500 nautical miles, Patuxent resupplied 80 U.S. and coalition ships without incident.

USNS Kanawha (T-AO 196), USNS

William McLean (T-AKE 12) and Rescue and Salvage ship USNS Grasp (T-ARS 51) were assigned to USS Iwo Jima (LHD 7) Afloat Ready Group Marine Expeditionary Unit Exercises Sept. 3-25. Kanawha performed more than 80 underway replenishments and transferred more than 11.5 million gallons of fuel and 35 pallets of cargo and supplies.

For USS Theodore Roosevelt's Group Sail, McLean acted as the high-value unit during the Anti-Submarine Warfare Exercise as well as executed 18 underway replenishments with 10 warships, transferring 208 pallets of critical stores and supplies, and delivering more than 2.9 million gallons of fuel.

During the Star-Spangled Spectacular celebration in Baltimore, Sept. 10-15, and the International Seapower Symposium in Newport, Rhode Island, Sept. 16-20, civil service master **Capt. Jose Delfaus** and the crew of USNS Choctaw County hosted distinguished visitors including **Secretary of the Navy Ray Mabus**, foreign navy service heads and more than 17,000 visitors. Visitors experienced the hospitality and expertise of the civil service mariner crew and embarked military personnel.

MSCLANT and CTF 83 bid farewell to three great teammates - Navy **Lt. Cmdr. Philip Karg**, Navy **Lt. Cmdr. Manuel Powell** and **Quartermaster 2nd Class Sean Garrett**.

We welcome new arrivals, Reserve Program Officer Navy **Lt. Cmdr. Kevin**

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



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Allen, Navy **Lt. Cmdr. Descone Kelly** and Navy **Lt. Louis Schweer** to MSCLANT and the CTF-83 team. *More area command news on pages 6-7.*

"Editor's note: The Fall 2014 issue of Sealift will be the last edition for several months during our transition to a new editorial and design team and location. Sealift is expected to resume in spring 2015 - in the interim, please get up-to-date stories about Military Sealift Command on our blog, mscsealift.dodlive.mil. Thanks for your continued readership and support!"



MSCEURAF cargo ops in Norway

By Mark Bigelow
MSC Europe and Africa

USNS PFC Dewayne T. Williams (T-AK 3009) operated in Hammarnesodden, Norway, as part of a scheduled rotation of U.S. Marine Corps forward-deployed equipment Aug. 9-19.

Camp Lejeune-based Marine logistical forces, along with members of a Navy Cargo Handling Battalion, joined together to accomplish the difficult task of discharging and loading an 675-foot-long multimodal vessel in a remote location without the port services available in a traditional port facility.

I'm a marine transportation specialist from the Military Sealift Command Europe and Africa office in Rota, Spain, on hand to oversee the discharge of updated equipment and the loading of retrograde materials bound for refurbishment, repurposing or disposal in the United States. While it takes multiple flights to get to Hammarnesodden and the workdays are long, all who joined for the operation were eager to work jointly with our Norwegian counterparts.

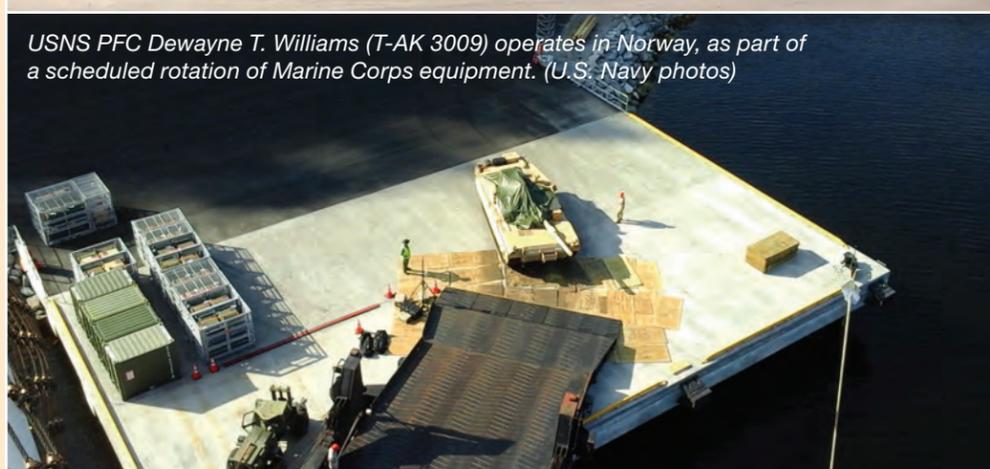
The natural beauty of the isolated fjord provided an awe-inspiring backdrop that anyone lucky enough to travel here will never forget.

During a media day, members of the local press – as well as senior leaders from the Norwegian Logistics Corps – received a tour of the facility by the local national operators and the ship by Capt. Daniel Page, the civilian master of Williams. Capt. Page has sailed with the Maritime Prepositioning Force for 29 years.

The vehicles and containerized supplies are stored in a network of caves, built into the mountainous terrain of this Scandinavian nation. The storage network was created during the Cold War, and remains a vital staging point of supplies that continues to support the mission of NATO allies today, including the United States. The current inventory contains items ranging from M-1 Abrams tanks and earth-moving equipment, to food, shelter and medical supplies, all of which allow for the rapid deployment of forces and supplies for humanitarian missions and combat operations.



USNS PFC Dewayne T. Williams (T-AK 3009) operates in Norway, as part of a scheduled rotation of Marine Corps equipment. (U.S. Navy photos)



By Nathan C. Potter, MSC Public Affairs

VIRGINIA BEACH, Va. -- Civil service mariners are taking a hands-on approach to learning new skills while maintaining their own ships' equipment at the Probe Maintenance Course held at the Military Sealift Command Underway Replenishment Training Center in Joint Expeditionary Base Little Creek-Ft. Story in Virginia Beach, Virginia.

The Probe Maintenance Course, MUTC's newest offering, is a three-day course designed to instruct mariners on how to maintain and repair fuel probes used to replenish U.S. Navy ships at sea. Mariners are instructed in the proper method of safely disassembling, repairing and reassembling fueling-at-sea probe assemblies.

The course, which is capable of supporting eight mariners, previously existed with the regular surface Navy and was integrated into Military Sealift Command earlier this year based on feedback from the civilian mariner fleet. Four CIVMARs from USNS John Lenthall (T-AO-189) participated in August's class and the course is also open to U.S. Navy Sailors, U.S. coastguardsmen, and Royal Canadian Navy sailors.

During the lecture portion of the course, mariners are familiarized with the probe's parts, functions, and all safety requirements associated with performing maintenance.

After completing the lecture, mariners move to the hands-on portion of the

course where they students are guided, step-by-step, in the disassembly, replacement of parts, and assembly of the fuel probe.

A major benefit of this course is that mariners are able to train on their own ship's fuel probes at MUTC, allowing the students to learn a new skill while conducting real-world preventative maintenance under instructor supervision. The course is also adaptable to ships' needs and can provide trainer probes for the class and the course itself can be exported to the requesting ship where instruction can be delivered onboard.

An additional benefit of being able to repair a fuel probe underway rather than having it replaced is apparent in the cost savings it provides to the fleet, explained Instructor Steve Bullock.

"The average fuel probes cost \$11,000 brand new and they're learning to replace parts that in some cases cost less than one cent," Bullock said.

The Probe Maintenance Course is the latest example of how MUTC is rapidly becoming the Navy's UNREP training center of excellence to address all current and future Navy UNREP training needs. MUTC was established in 2013 as a consolidation of similar UNREP schools at Earle, New Jersey, and Virginia Beach, and currently offers 15 courses with an additional six courses under development.

"We're able to save a lot of money and teach a lot, there's more space available, and we're closer to fleet operations here in Virginia Beach," said Richard Egan, MSC's director of maritime training.

The latest offering at MSC's UNREP School . . .



USS Theodore Roosevelt (CVN 71) transits alongside USNS Kanawha (T-AO 196) and USS Winston S. Churchill (DDG 81) during a replenishment-at-sea. (U.S. Navy photo by MCSA Alex Millar)

MSC:

Part of the BIGG



The following blogs, edited for brevity, highlight MSC's role in Rim of the Pacific 2014 multinational maritime exercise held in Hawaii and San Diego. Six MSC ships provided logistics support to the 49 surface ships in the exercise, as well as other services.

USNS Mercy (T-AH 19) debuted at Rim of the Pacific by conducting a Humanitarian Assistance/Disaster Recovery exercise in Pearl Harbor, July 8-10.

Mercy's real-world scenario, included a medical component to cross-train and share medical

capabilities between military and civilian responders ashore and afloat. Using Mercy's tender boats, medical and support personnel transited between the ship and Ford Island, moving patients and equipment, as in a real disaster.

"From a medical perspective, we have not in the past been involved in operational exercises on this scale," said Capt. Tim Hinman, C3F surgeon. "We have done a lot of tabletop training, but this is the first time we have been able to train in a realistic, multinational effort in coordination with civilian and military medical facilities in Hawaii."

While the Medical Treatment Facility tested its skills, Mercy's civil service mariner crew provided medical evacuation from shore with the ship's two, new, Fassmer Life/Tender Boats, which replaced the "Band-Aid" utility boats used during the biannual Pacific Partnership in Southeast Asia. The larger boats accommodate more than 60 patients, medical personnel and passengers with better shelter, as well as air conditioning and heating.

While Mercy can pull into port in Hawaii, it is too large to pull pierside in many areas in the Pacific where it operates. The tenders carry three times as many passengers as Navy helicopters, increasing the number of patients treated.

The 70 mariners also navigate while underway and provide fresh water and electricity to run the shipboard hospital.

"RIMPAC 2014 provides USNS Mercy tremendous preparation for upcoming planned missions like Pacific Partnership 15 or unexpected contingency operations," said Capt. Tom Giudice, Mercy's civil service master. "Exercising this capability in RIMPAC 2014 allows all aspects of ship and medical treatment facility to be put through its paces to enhance our readiness to be ready to deploy in five days for any contingency."

Mercy was joined by the People's Liberation Army (Navy) hospital ship, Peace Ark. The two countries held medical subject-matter expert exchanges in Pearl Harbor and simulated disaster relief operations at sea. This is the first time hospital ships have participated in RIMPAC. The American and Chinese medical staffs also attended a symposium led by Canadian military medical officials, where the Navy's Surgeon General and Chief of the Bureau of Medicine and Surgery, Vice Adm. Matthew L. Nathan, spoke about RIMPAC's objective and the international military medical community.

RIMPAC 2014 was hosted by U.S. Pacific Fleet and marks 43 years since it began in 1971. Twenty-three nations, 49 surface ships, 6 submarines, more than 200 aircraft and 25,000 personnel participated, including units from Australia, Brunei, Canada, Chile, Colombia, France, India, Indonesia, Japan, Malaysia, Mexico, Netherlands, New Zealand, Norway, the People's Republic of China, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Thailand, Tonga, the United Kingdom and the United States.

Cover, clockwise from upper left: A Seahawk helicopter carries cargo from USNS Rainer (T-AOE 7) to USS Peleliu (LHA 5) for RIMPAC. (U.S. Navy photo by MC2 Amanda R. Gray)

Lt. Cmdr. Ayzengart makes an incision on a cut suit during a mass casualty drill as Chinese People's Liberation Army Navy medical personnel observe aboard USNS Mercy (T-AH 19). (U.S. Navy photo by MC3 Pyoung K. Yi)

A Landing Craft Air Cushion moves Marine Corps Amphibious Assault Vehicles to USNS Montford Point (MLP 1) as part of amphibious ops during RIMPAC off the

As RIMPAC headed into its underway phase around Hawaii, USNS Montford Point (MLP 1) tested its state-of-the-art seabasing capabilities 2,500 miles away in San Diego, as part of RIMPAC's Southern California element.

From July 8-10, Montford Point conducted timed docking and launching exercises with Marine Amphibious Assault Vehicles and the Landing Craft Air Cushion from Assault Craft Unit Five based at Camp Pendleton.

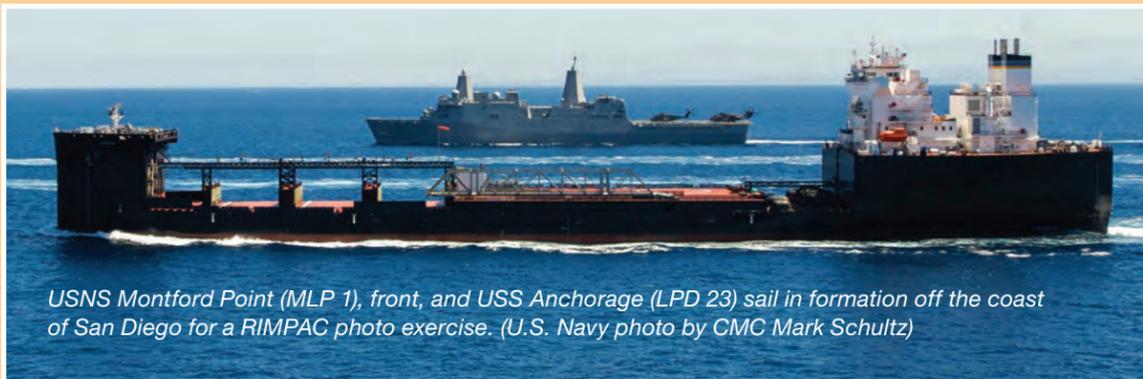
Montford Point tested its ability to submerge its midsection to take on and deploy different vehicles. The exercise is part of tests being conducted until the ship becomes fully operational.

"Being included in RIMPAC 2014 is a great opportunity for MSC and the realitvly new capabilities of the Mobile Landing Platform," said Cmdr. Ray Franklin, operations officer for MSC Pacific. "Exercises like RIMPAC give us the opportunity to demonstrate our support to the fleet and the Navy's missions that are on the horizon."

Montford Point is the first of the Navy's mobile landing platforms, built to support the seabasing concept. The ship is to facilitate the transfer of military personnel, equipment and cargo when port access is limited or unavailable. Its submersible midsection, the ship can adjust its relationship to the sea to allow for float-on/float-off operations.



Ex-USS Tuscaloosa (LST 1187) is towed by USNS Salvor (T-ARS 52) for a sink exercise part of RIMPAC. (U.S. Navy photo by MC1 Charles E. White)



USNS Montford Point (MLP 1), front, and USS Anchorage (LPD 23) sail in formation off the coast of San Diego for a RIMPAC photo exercise. (U.S. Navy photo by CMC Mark Schultz)

coast of Camp Pendleton, Calif. (U.S. Navy photo by MC2 Joshua Scott)

A landing signalman enlisted salutes as a Japan Maritime Self-Defense Force helicopter departs Mercy. (U.S. Navy photo by MC3 Justin W. Galvin)

HM1 Joseph Lanyon, center, and HM3 Larry Calvert conduct an initial patient assessment on a mock patient during a mass casualty drill aboard Mercy during RIMPAC. (U.S. Navy photo by MC3 Justin W. Galvin)

A search and rescue swimmer aboard USS Chosin (CG 65) stands by in preparation for an underway replenishment with USNS John Ericsson (T-AO 194). (U.S. Navy photo by FC2 Andrew Albin)

Divers from the U.S. Navy, the U.S. Coast Guard and the Royal Australian Navy, participate in diving ops aboard USNS Salvor (T-ARS 52) during RIMPAC. (U.S. Navy Photo by MC3 Daniel Rolston)

USS Anchorage (LPD 23), USS Coronado (LCS 4), USNS Millinocket (JHSV 3) and USNS Montford Point sail in formation off the coast of Southern California as part of RIMPAC. (U.S. Navy photo by CMC Mark C. Schultz)

This page, top: Forty-two ships and submarines maneuver into close formation. (U.S. Navy photo by MC1 Shannon Renfro)

Inset: A U.S. Navy illustration shows participation in RIMPAC 2014.

HER PICTURE

When RIMPAC's underway war games started off Hawaii, MSC was on station. Since June 26, USNS Henry J. Kaiser (T-AO 187), USNS Ericsson (T-AO 194) and USNS Rainier (T-AOE 7) delivered fuel for surface and aviation forces, as well as groceries to sustain ships' crews during RIMPAC's underway period, July 10-25.

MSC is known for logistics support to ships at sea, but the sheer volume of RIMPAC support is significant. From July 13-20, the three Combat Logistics Force ships delivered more than 3.5 million gallons of diesel ship fuel, nearly 1.4 million gallons of JP5 aviation fuel and 371 pallets of food and supplies to 22 ships. MSC also transported personnel between ships via helicopter and served as training platforms for small-boat boarding exercises and helicopter squadrons of various commands.

Safety is paramount for the crew, the customer and the ocean environment during operations. The Navy ensures each underway replenishment is carefully planned and coordinated, along with training for the crews and rest time between shifts on deck. With many foreign navy customers working with the CLF ships, good communication is critical.

"The most vital part of any military or civilian operation is communication," said Capt. Anthony Boudine, Ericsson's civil service master. "Working with foreign maritime forces does present unique challenges that require adjustment on our part. Various alternative communications methods are used to relay information, especially when engaged in real time operations. Safety is paramount, especially with so many ships of different nations all engaged and conducting various operations within close proximity."

Logistics isn't limited to ships. The MSC Pacific Combat Logistic Office coordinated the acquisition and movement of the cargo needs for the exercise. It is the principle integrator between fleet planners and logistics partners to support loading and delivery of at-sea requirements. Working in concert with Commander, U.S. 3rd Fleet and Commander Task Force 173, MSC PAC CLO coordinates not only the delivery of food and stores, but also the pier-side time at the correct pier for loadouts of cargo to specific ships scheduled for resupply at sea.

"RIMPAC is a great challenge for us as a logistics team," explained Cmdr. Louis Costa, MSC PAC CLO. "With so many deliveries going so many places on various ships, there are a lot of moving parts and things that can get missed. It really takes a team to make a success and to make sure nothing is missed."

A Fassmer life/tender boat from Mercy heads toward a mock medical emergency during RIMPAC. (U.S. Navy photo by MC3 Justin W. Galvin)

From captain's mast to captain's chair *Sailor once stripped of rank now Mercy's master*

By MC3 Pyoung K. Yi,
USNS Mercy Public Affairs

PACIFIC OCEAN (NNS) – Wake-up calls come in many shapes. For one Sailor nervously standing at attention before his commanding officer in 1976, that call was a non-judicial punishment - or a captain's mast.

It has been 38 years since Thomas Giudice "stood before the old man," and again he finds himself standing at attention, but this time as the captain of USNS Mercy (T-AH 19) as the crew renders honors to USS Arizona while entering port, becoming the first hospital ship to participate in exercise Rim of the Pacific.

"Fact can be stranger than fiction," said Giudice. "When I was younger I had to make a choice. I had to either ante up, and work myself out of the hole I dug, or I had to move on and find something else to do."

Ante up he did. He earned his honorable retirement following 20 years of active-duty Navy service, rising to the rank of Senior Chief Quartermaster. Today, he is responsible for a ship that carries about 400 Sailors and 74 merchant mariners. But, at 18, when he awaited his punishment, becoming a ship's captain was not on his radar.

"I was about to be meritoriously promoted to third class. Instead I got busted," said Giudice. "That set me back about a year."

A native of Queens, New York, Giudice enlisted in the Navy in 1975 to see what the world might offer.

"I was seventeen and had spent my entire life in New York City", said Giudice. "I saw pictures of tropical palm trees, hula dancers and coconuts. It made me want to travel."

He began his Navy career as an undesignated Seaman. After five months, Giudice struck into the rating of quartermaster.

"From the beginning I loved navigation," said Giudice. "I was a quartermaster before we had GPS. We had to find the location of our ship by gazing at the stars and using a sextant."

After nine years, including tours aboard USS John Paul Jones (DDG 53), USS Robison (DDG 12), USS Rodney M. Davis (FFG 60), USS Constellation (CV

64) and USS Midway (CV 41), Giudice was selected for Navy chief petty officer.

"I was ecstatic," said Giudice. "When I made Chief, I realized that if I set my mind to it, I could overcome nearly any obstacle."

As a Navy Chief, Giudice learned the ins and outs of being a leader.

"The opportunity to motivate, train and counsel Sailors, mentor junior officers and advise and interact with senior officers provided me a solid foundation in managing people," said Giudice.

He learned that every person has something to offer, a skill or ability to contribute to the mission.

"When you find what that is in a person, you can yoke that particular strength and build upon that," said Giudice.

After the Navy, Giudice tried his hand at investment funds. "I gave the stock market a try, but didn't have much success."

Then he decided to make use of the ship navigation knowledge and leadership skills he had learned in the Navy and parlay them into something else.

"I became a merchant mariner. I signed up to work on ammo ships, tankers, AOE's (fast combat support ships) and submarine tenders in the Arabian Gulf. Those were the assignments other mariners tended to avoid," said Giudice. "When you're in the Arabian Gulf, it's hot, you work harder. When you pull into port, it's 110 degrees. Also, we were in a wartime situation, so things were very serious."

Following a similar Navy "mustang" path, a commissioned officer who formerly was enlisted, he began as an able seaman and worked his way up until he passed the deck officer's license exam and became a merchant marine officer. He became a hawsepipe.

"I studied instead of partying and kept focused on the goal," said Giudice. "And before I knew it, I was eligible to apply for ship's master."

In 2011, Giudice was named captain of USNS Bridge (T-AOE-10). In 2013, he assumed duties as captain of Mercy. He applies what he learned in the Navy daily. He believes, with few exceptions, people want to excel at their jobs.

"That desire to do a good job can either be nurtured with encouragement

and praise or stifled with criticism or ridicule," said Giudice.

Merchant Marine 2nd Officer Baron Garvey, who has worked with Giudice since 2006, aboard USNS Bridge, USS Frank Cable and now aboard Mercy, says that he appreciates Giudice's ability to create a team environment.

"He's patient. He allows crew members who make mistakes to learn from them," said Garvey. "He can be theatrical to make a point, but he also brings a great deal of humor into difficult situations. It really ties everyone together."

Serving as ship's master is challenging. On his first day commanding Mercy, he received orders to activate the ship to full operation status within five days to deploy in support of Operation Damayan, the disaster relief effort in the Philippines.

"It was like being in hibernation, then getting up and having to run a marathon," Giudice said. "It was five days of non-stop problem solving. We had to light off the boilers, obtain supplies, move upward of five-hundred-sixty Navy and civilian mariners aboard so we could test all the systems and get ready to deploy."

The ship's mission was later altered, but he says it was one of the most challenging experiences of his life. During his relatively short time spent on Mercy, he considers RIMPAC to be among his crew's most notable achievements.

"All the preparation, all the things we had to do," said Giudice, "And, of course, the culminating photo exercise with forty-two ships sailing in formation, each having to navigate only five hundred yards away from one another, that is something to remember."

His responsibilities aboard Mercy include ensuring the safety of the crew, the safety of ship and mission accomplishment. "It is a twenty-four seven job, the responsibility and accountability never end."

From an 18-year-old Sailor being busted down in rank, to a chief petty officer before the age of 30, Giudice, now captain of hospital ship Mercy, proved that a hard setback isn't the end - sometimes it is just the beginning.



Ship's crew and guests aboard USNS Choctaw County (JHSV 2) enjoy the fireworks in Baltimore during the city's Star-Spangled Spectacular, a celebration of the 200th anniversary of the writing of the national anthem by Francis Scott Key. (U.S. Navy photo by MC1 Tim Comerford)



DC • HIGHLIGHTS

In honor of Women's Equality Day, Aug. 26, Naval Sea Systems Command, Commander Navy Installations Command, Military Sealift Command and Naval Facilities Engineering Command hosted a joint event at the Washington Navy Yard. The celebration opened with a lecture by the current Miss Fairfax, Gabrielle Jackson, about generational differences and tips on how to work well together.

The command welcomes **Navy Capt. Paul Stader**, chief of staff, **Yeoman Senior Chief Andrea Antista** and **Yeoman 2nd Class Giselle Murrell**, command administration; and Navy **Lt. Christain Grau** and **Gerald Robertson**, contracts and business management.

MSC Washington, DC, bids fair winds and following seas to **Dale Allen**, **Sandy Graham**, **Barry Lake** and **Susan Thomas**, public affairs; **Susan Roy**,

director, strategic planning; **Frances Carter**, **Jeanne Galindo White**, **Gayle Hawkins**, **Cheri McCullough**, **Isagani Penaranda**, and **Krystopher Skyler**, Total Force Management; Army **Col. Craig Jorgenson**, director, operations and plans, Navy **Lt. James Masterson** and **Information Systems Technician Senior Chief Diana Medel**, operations; **Joseph Osazuwa** and **Kristen Reale**, logistics; **Brian Fricke**, **Allan**

Merrill, and **Kate Sobus**, command, control, communications and computer systems; **Joyce Green**, office of the comptroller; **Donald Biebel**, **Michael Vicory**, and **Tiffany Wulfsohn**, contracts and business management; **Gregory Bodrick**, **Sheila Ross**, **Donald Shelton**, Special Mission Program; and **Joan Divens**, director, Sealift Program.

CENTRAL • CURRENTS

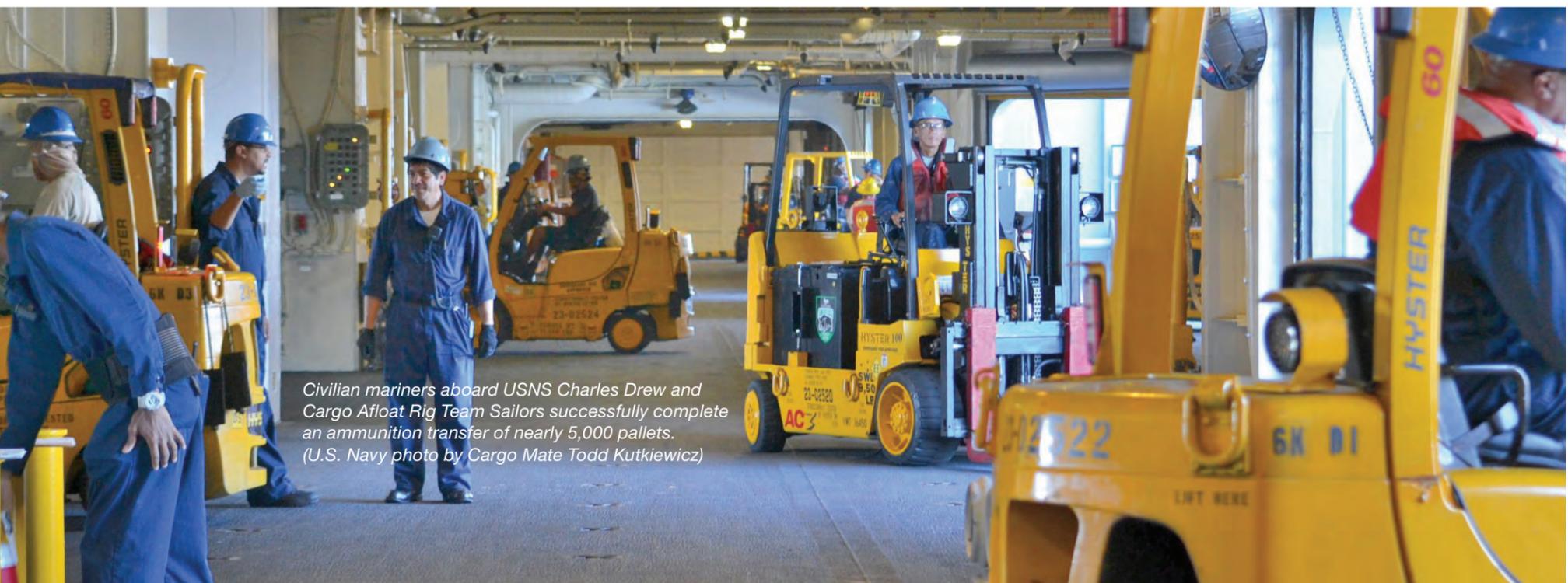
July was a busy month for MSC Central and Commander Task Force Five Three. By coordinating 83 underway replenishments and managing 11 Strategic Sealift cargo and fuel missions, they ensured U.S. military assets had supplies needed to promote American interests in the Middle East. They ramped up ops in August, coordinating 99 underway replenishments, a 20 percent rise from July. In September, MSCCENT and CTF-53 coordinated 80 underway replenishments with U.S. Navy warships and 18 with coalition warships.

Bravo Zulu to USNS Richard E. Byrd (T-AKE 4) for a rescue off the Yemeni coast. In late July, a Yemeni cargo vessel transmitted a distress call, stating they were taking on water, had lost power and were adrift in the Gulf of Oman. Byrd was the first responder, and rescued all nine crewmembers, administered medical treatment and helped coordinate the crew's repatriation to Yemen. MSCCENT and CTF-53 commend USNS BYRD on their exemplary performance.

USNS Alan Shepard (T-AKE 3) and USNS Charles Drew (T-AKE10) ship crews tirelessly worked with 21 Navy Reserve Sailors from MSC Cargo Afloat Rig Teams to transfer nearly 5,000 pallets of munitions. Expert coordination and execution enabled them to complete this complex transfer in just seven days.

The command welcomes Navy **Capt. Gerry Raia** in July, who assumed duty as deputy commander from Navy **Capt. Ken Dixon**. The command also welcomes **Candice Thomas**; Navy **Cmdrs. Tyonia Burns** and **Joel Harvey**; Navy **Lt. Cmdrs. Arun Arumugaswamy**, **David Hanthorn**, **Monty Rycroft** and **Wesley Seibel**; Navy **Lt. j.g. Ty Shaffer**; **Senior Chief Petty Officer James Burnett**; **Chief Petty Officer Joshua Shryock**; and **Petty Officers Willie Gordon**, **Darwin Baluyot**, **Quinton Hill**, **Petty Officer Leigh Lawson**, **Patrice Phillips**, **Jasmine Acosta**, **Kashya Mock** and **Jason Mendonca**, **James Darden** and **Patrice Phillips** to the MSCCENT and CTF-53 team.

The command also wished fair winds and following seas to **Navy Cmdrs. Curtis Culwell**, **Waymon Jackson** and **Herman Romero**; Navy **Lt. Cmdrs. Monica Tate** and **Paul Stence**; Navy **Lt. Jeffrey Phillips** and **Bryson Carter**; **Chief Petty Officers Derek DeChick** and **Luis Mercado**; and **Petty Officers Marlin Allen**, **Jun Rey Giergos**, **Philippene Frias**, **Antonio Adams**, **Katherine Anderson**, **Clinton Cobin**, **Seth Piper**, **Jeffrey Kenny**, **Andrew Gonzalez**, **Leslie Garcia**, **Michael Martin** and **Waldemar Paganrivera**.



Civilian mariners aboard USNS Charles Drew and Cargo Afloat Rig Team Sailors successfully complete an ammunition transfer of nearly 5,000 pallets. (U.S. Navy photo by Cargo Mate Todd Kutkiewicz)

PACIFIC • BRIEFS

USNS Millinocket (JHSV 3) provided the hosting platform for the NAVSEA-sponsored Rail Gun Symposium July 8 at Naval Base San Diego. MSCPAC's staff arranged for port services and supported the loading of the two rail gun prototypes displayed on the flight deck during the symposium. The Rail Gun Display was one of the activities associated with the commercial industry Electro-Magnetic Launch Symposium held in La Jolla, California.

USNS Montford Point (MLP 1) conducted 46 hours of "skin-to-skin" testing with USNS Bob Hope (T-AKR 300) July 17-19 in the Los Angeles/Long Beach basin. During Craft Interface Testing, Bob Hope successfully conducted procedures with its vehicle transfer ramp and the MLP. The test allowed the test teams to analyze ramp stresses, boom angles and design concerns while at sea. Millinocket also moved eight pieces of rolling stock to Montford Point June 25 in the Los Angeles/Long Beach basin.

MSCPAC Combat Logistic Officer, **Cmdr. Louis Costa**, provided an MSCPAC familiarization brief to staff supporting Littoral Combat Ships homeported in San Diego. Replenishments at sea request processes, CLO coordination supporting stores events, the worldwide CLO concept, Combat Logistics Force capabilities, and the CLF requisition and delivery process were some of the issues covered during the brief.

USNS Navajo (T-ATF 169) completed Explosive Ordnance Disposal Training and Evaluation Unit dive operations off the coast of Pearl Harbor, Hawaii, Aug. 1, then conducted preparations for the tow of Ex-Fresno in support of Operation Valiant Shield 2014 in the U.S. 7th Fleet area of operations.

USNS John Glenn (MLP 2) successfully completed Final Contract Trials in the Pacific Northwest July 28-31. The Navy's Board of Inspection and Survey was impressed with the material condition of the ship and the teamwork of all participants. Following the completion with the INSURV team, the ship transited to the Vigor Shipyard in Portland, Oregon, for Core Capability Set installation.

U.S. Transportation Command issued turbo activation orders for USNS Brittin (T-AKR 305) and USNS Mendonca (T-AKR 303) Aug. 12. The large, medium-speed, roll-on/roll-off ships achieved full operational status within the required five-day activation period. On Aug. 17, the ships departed their berths for successful sea trials and returned to port to reduced operating status.

Rear Adm. T.K. Shannon, commander, MSC, visited San Diego Aug. 18-21. Shannon met with civil service mariners and the staff at Customer Service Unit West and MSC Pacific. He also met with crew members aboard USNS Millinocket (JHSV 3), USNS Montford Point (MLP 1), USNS Mercy (T-AH 19), USNS Guadalupe (T-AO 200) and USNS Lewis B. Puller, currently under construction.

USNS Guadalupe (T-AO 202) departed San Diego Aug. 21 in support of the USS Carl Vinson Strike Group. Guadalupe will provide logistics services for the strike group throughout its western Pacific deployment.



USNS John Ericsson (T-AO 194) is underway with the aircraft carrier USS George Washington (CVN 73) during an underway replenishment, as they participate in a simulated submarine threat exercise for Valiant Shield 2014. (U.S. Navy photo by MC3 Paolo Bayas)

EUROPE/AFRICA • NEWS

In early July, USNS John Lenthall (T-AO 189) finished its six-month deployment as Military Sealift Command's duty oiler in the Mediterranean Sea. Lenthall conducted several hundred replenishments at sea with U.S. Navy and NATO assets, delivering nearly 13 million gallons of diesel fuel marine and nearly 2 million gallons of JP-5 fuel and transferring 1,779 pallets of cargo.

Throughout August, Grumman conducted 15 underway replenishments with eight U.S. Navy and NATO assets, delivering 1,200,686 gallons of DFM fuel and 44,571 gallons of JP-5 fuel, transferring 24 pallets of cargo.

Lenthall transferred its duty oiler responsibilities to USNS Leroy Grumman (T-AO 195), which arrived in the Mediterranean in early July. Grumman conducted nine replenishments at sea with eight U.S. Navy and NATO assets, delivering a total of 1,083,160 gallons of diesel fuel marine and 7,406 gallons of JP-5 fuel and transferring 106 pallets of cargo.

Maltese-flagged tanker MTT Arctic Bay met up with Canadian ice breaker CCGS Pierre Raddison at Disko Island, Greenland, July 10 for convoy to Thule, Greenland, to deliver fuel for Operation Pacer Goose, the annual replenishment mission to Thule Air Force Base. U.S.-flagged container ship MV Ocean Giant also met up with the ice-breaker at Disko Island, July 15, for escort to Thule.

Italian-flagged tanker MT Valsesia loaded 230,000 barrels of F-76 fuel in St. Theodore, Greece, July 7-10, for discharge in Souda Bay, Greece, July 10-11. The ship then loaded 170,000 barrels of JP-8 fuel and 80,000 barrels of JP-5 fuel in Algeciras, Spain, for delivery to Rota, Spain, and Augusta Bay, Italy.

Oceanographic survey ships USNS Bruce C. Heezen (T-AGS 64) and USNS Pathfinder (T-AGS 60) operated in U.S. 6th Fleet throughout the month of July. Heezen also conducted survey operations in U.S. 6th Fleet throughout August.

USNS PFC Dewayne T. Williams (T-AK 3009) crossed into MSC Europe and Africa's area of operations Aug. 2, en route to Hammernesodden, Norway, for cargo operations Aug. 10-20, before returning to the MSC Atlantic area of responsibility Aug. 28. Mark Bigelow, MSCEURAF maritime transportation specialist, traveled to Hammernesodden to support the cargo operations.

U.S. 6th Fleet flagship USS Mount Whitney (LCC 20) sailed to Theoule-sur-Mer, France, Aug. 13-16, for events commemorating the 70th anniversary

of Operation Dragoon, which led to the liberation of southern France by Allied Forces during World War II. They returned to Gaeta Aug. 18.

Hong Kong-flagged charter tanker MT High Jupiter loaded 300,000 barrels of fuel in St. Theodore, Greece, Aug. 7-9, before getting underway to the U.S. 5th Fleet area of operations Aug. 16.

Cargo ship MV BBC Seattle (T-AK 5272), a U.S.-flagged ship under long-term charter to MSC, transited into the U.S. 6th Fleet area of operations Aug. 21. BBC Seattle received fuel in Algeciras, Spain, Aug. 27-28.

In September, Grumman conducted 31 underway replenishments with seven U.S. Navy and NATO assets. The ship delivered 848,391 gallons of DFM fuel and transferred 131 pallets of cargo.

MV Cape Ray completed operations supporting the international Organization for the Prohibition of Chemical Weapons in the Mediterranean Sea in early September, before departing the U.S. 6th Fleet area of responsibility. Cape Ray's 35-civilian-contract-mariner crew, led by civilian master **Capt. Rick Jordan**, navigated and operated the ship for the eight months it spent forward-deployed.

MSCEURAF/Commander, Task Force 63 welcomes Navy **Lt. Cmdr. Joseph Gueary**, MSC surface operations department.



USS Mount Whitney (LCC 20) is anchored off the coast of Theoule-sur-Mer, France, to participate in the 70th anniversary of Operation Dragoon, which led to the liberation of Southern France during World War II. (U.S. Navy photo by MC2 Corey Hensley)

Crew of 234 sets sail for Exercise Carolina Dragon

By Lance Cpl. Grace L. Waladkewics
Marine Corps Air Station Cherry Point

MOREHEAD CITY, N.C. -- Marines from 2nd Marine Aircraft Wing joined several other commands as well as sailors, civilians and a Merchant Marine crew aboard the SS Wright in the Port of Morehead City, North Carolina, July 30, as the crew of 234 prepared to set sail for Exercise Carolina Dragon 14.

The purpose of the exercise is to deploy a floating Aviation Intermediate Maintenance Department to act as an augment to an air combat element in order to provide a platform to repair critical aircraft parts, said Col. Chuck Dunne, assistant chief of staff for the 2nd MAW Aviation Logistics Department.

The biennial exercise is held aboard a 602-foot-long former Merchant Marine vessel, an aviation logistics ship, which traveled from its assignment at the Maritime

Administration, Baltimore, Maryland, to Morehead City to join the Military Sealift Command.

2nd MAW joined Marines from several aviation logistics squadrons, wing support squadrons, and wing communications squadrons to form the detachment of personnel who will operate the ship for its two-week voyage off the Carolina coast.

During the exercise, Marines operated booms and loaded and configured a total of 121 mobile maintenance facilities aboard the ship. The mobile facilities are fully powered by the ship and organized to create an operational maintenance facility at sea.

The containers hold aircraft spare parts, repair shop equipment and testing facilities to augment 2nd MAW during real-world operations, said Dunne.

The SS Wright serves as a continuous, steady power source, used when shore-based maintenance departments are not feasible, and is equipped with "clean power," according to Dunne. Remaining operational without a generator in expeditionary environments is essential when repairing aircraft parts and maintaining flight operations. The ship, with all its capabilities, can sustain air operations for up to six-months.

The SS Wright is outfitted with a large helicopter landing pad and flight deck that allows Marine Corps CH-53E Super Stallions and Navy UH-1Y Venoms to land and deliver equipment needed to test and repair parts, and aid pick up of items that have been repaired by mechanics aboard the ship.

"One time per day the pilots land on the flight deck to practice their deck qualifications and practice dropping off components for repair," said Dunne. "That time also helps the personnel on board to remain proficient in the core competency of using the ships equipment."

The exercise is an opportunity for the squadrons to simulate their role in a notional crisis, according to Sgt. Justin Barnes.

"Coming to the exercise with a specific skill-set and working together with Marines and Sailors from several different locations across the country and from Japan who we have never worked with before is teaching us to better communicate and work together as a team," said Barnes, a consolidated automatic support system technician with Marine Aviation Logistics Squadron 26.

The exercise helps the service members to polish their skills and prepare to serve aboard an AIMB, according to Barnes. It is a way for them to put into practice their communications skills and sustainability capabilities.

"Some of us came to this exercise with expertise and we are trying to train the newer Marines to get them comfortable working with the equipment and giving them the knowledge they need to succeed," said Barnes. "It is perfect. The exercise gets us in the habit and gets us trained so that when we do have to deploy, we're ready."



Cpl. Susana Carrera lowers a rope attached to a boom into the cargo hold of SS Wright (T-AVB 3). (Photos by Lance Cpl. Grace L. Waladkewics.)

Circle: Marines with the 2nd Marine Aircraft Wing load equipment aboard Wright, which can serve as a mobile maintenance facility during real-world operations.

Fortune Guard 2014 goes to sea on Kaiser

MC1 Amanda Dunford
U.S. Pacific Fleet Public Affairs

PEARL HARBOR, Hawaii – Exercise Fortune Guard 2014 participants embarked U.S. Navy fleet replenishment oiler, USNS Henry J. Kaiser (T-AO 187) for the live exercise, LIVEX, at sea, Aug. 6.

LIVEX showcased U.S. and Asia-Pacific Exercise Rotation partners' military, customs/law enforcement identification, seizure and disposition capabilities. Participants were divided into groups to observe various aspects of a ship boarding through live demonstrations and video presentations.

The at-sea portion demonstrated ship-boarding identification and interdiction capabilities and further benefit from the real-time incorporation of ships and aircraft as part of the exercise scenario during which a ship of proliferation concerns will undergo a consensual at-sea boarding to inspect suspect cargo.

"This is the demonstration of our visit, board, search and seizure portion of the exercise," said Lt. Cmdr. David Leather, J57 Staff, U.S. Pacific Command. "We have the Japan Maritime Self-Defense Force as well as the Republic of Korea Navy participate with the boarding demonstration utilizing board teams from their navies and coast guards."

Exercise participants observed a boarding-at-sea of Kaiser, which acted

as a suspect vessel. JMSDF, ROKN, ROK Coast Guard and U.S. Coast Guard contributed vessels and special operations boarding teams, and Australia provided role players.

The VBSS teams boarded and secured the ship and questioned the Royal Australian Navy role players about the nature of the cargo onboard.

"Boarding of a ship at sea is the last resort in order to stop weapons of mass destruction delivery systems or related materials from reaching its end user, there are a lot of things that can be done before this," said Leather. "But this scenario has is a situation that is dire to get onboard to take a look at the material and determine its safety and where it might be heading."

Commander of U.S. Pacific Fleet Adm. Harry Harris, Jr., said the benefits of the experience gained from these events and working together, further

enhance partner nations' capacity and strengthen resolve to take decisive action to prevent, and when necessary, to stop illicit shipments.

"The world recognizes that the Indo-Asia-Pacific is an increasingly vital part of the globe, where we see the greatest potential for economic growth, and population growth, over the next century," Harris said. "That is part of the reason the United States is conducting a whole of government rebalance to the Indo-Asia-Pacific."

"...we are aware of the threats present in this critical part of the world, where we all face the potential for natural and man-made crises, including the threats caused by state, and non-state actors, who attempt to trade in weapons of mass destruction," he said. "By working together, especially during an exercise like Fortune Guard, we are able to demonstrate, in a public and visible way, that

104 nations of the world are working together to stop proliferation, and we have the capacity necessary to stop the spread of WMD through cooperation fostered by the proliferation security initiative (PSI)."

Fortune Guard 2014 is the first event in the APER series of annual dedicated PSI exercises hosted on a rotating basis by six regional partners in the following order: the United States, New Zealand, Australia, Singapore, the Republic of Korea and Japan.

"The new exercise rotation in the Asia-Pacific is a key part of our efforts to make proliferation security initiative, a more durable initiative, as called for by President Obama," said a White House official attending the event. "PSI is critical to building both resolve and the capacity for nations to act to stop shipments of proliferation concern."

U.S. Coast Guard Maritime Safety Security Team Maritime Law Enforcement Force Protection members clear the main deck of USNS Henry J. Kaiser (T-AO 187), during the live exercise Fortune Guard 2014. (U.S. Navy photo by MC1 Amanda Dunford).

