

# SEALIFT

Our U.S. Navy's Military Sealift Command

## Navy's

## First

## JHSV

*gets underway*

INSIDE the February 2014 Issue — Cape Ray departs for Syria mission • Maersk Peary arrives in Antarctica

# Global Review: The “state of MSC”

The following blog was written by Rear Adm. T.K. Shannon, Commander, Military Sealift Command. MSC's Global Review is underway. The team is asking questions and gathering data to help define the state of MSC. Shannon talks about the extended team and some of the questions being asked to help build a more complete picture of the command.

Each year, our president of the United States, our governors of most states and other chief executive officers deliver a “state of the federation” message to their constituents. Their messages are based on information gathered from all parts of their constituencies. That’s what we’re doing with our Global Review.

We’ve selected a core team of nine MSC personnel who share 130 years of MSC experience, then enhanced the team by adding virtual members who represent all areas of our command. These virtual members will add knowledge and data from each of their respective groups and regions.

The whole, extended team is seeking information that will help us assess MSC’s global laydown, staffing, organizational structure, training and operations. Before I can tell people what the “state of MSC” actually is, I’ve got to know myself. Our Global Review team members are our knowledge and data seekers. They’ll look closely at manpower, equipment, material and methods/processes. I want to know where our people are located and what skill sets they possess. Then I want to



Rear Adm. T.K. Shannon, commander, Military Sealift Command, visits with Able Seamen Andrew Vogelheim and James Coakley, civil service mariners assigned to USS Mount Whitney (LCC 20). (U.S. Navy photo by Meghan Patrick Henderson)

know if that’s the correct distribution and balance.

I also want to know if we have the right equipment and tools and whether what we have is in the correct locations. I want to know if we have adequate material resources and the right locations to store those resources. Then I want to know about our processes and procedures: which ones work, which don’t, and which could work if adjusted.

In an era of difficult budgets, it’s far better to control our own destiny than to let outsiders control it for us. Our Global Review team will help us

do just that: make sure our structure, people, material resources and processes match the reality in which we operate.

Lest you think we’re doing this from the top down, let me point out that I’m not just relying on our Global Review team to discover all this information. I’m actively seeking input from all our people, around the globe. I truly believe that feedback is the breakfast of champions. I can’t be everywhere all the time. A commander has to rely on his or her people, and we’ve got the best in the world.

And when it comes to feedback, I’m

not limiting it to MSC people only. I met with the leadership of our maritime industry partners, our “industrial base,” recently. These are savvy people who know things that could help MSC serve our nation better. I asked them for feedback, too. I’m serious about this. It’s a different world than our mothers and fathers knew. We need to bring everything we can to make our MSC and our Navy as effective and efficient as possible.

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

## JHSV 1 is on a voyage of learning

The following blog was written by Rear Adm. T.K. Shannon, commander, Military Sealift Command. As the Navy’s first joint high-speed vessel, USNS Spearhead, begins its maiden operational voyage, Shannon reminds us that we can learn much about the character and capabilities of this amazing ship during the deployment.

Just think of it: a maiden voyage on USNS Spearhead, our Navy’s newest class of ship, the joint high-speed vessel. It will be a voyage of learning, a chance to discover even more about the capabilities and characteristics of this technological marvel. What an opportunity for Capt. Doug Casavant and his crew. I can almost taste the tang of the salty air and feel the sensation of power and speed as Spearhead begins building legends of naval service.

This ship class will play an important part in the future of our joint forces with its affordability, flexibility, speed and agility. Spearhead’s performance to-date is solid, and I think this first deployment will offer us an amazing opportunity to further demonstrate the important capabilities this class of ships brings to our fleet.

We spent a long time learning about high-speed catamarans as we chartered HSV 2 Swift and Westpac Express. Then we were involved in the concept and design of the JHSV – a purpose-built ship with enormous capabilities for speed, austere port work and cargo carrying. The logistics missions Spearhead will take on during her first year of operation will write a new chapter in the book of high-speed movement of military cargo and the widespread coverage for civic assistance and humanitarian aid that is gained through the simple expedient of speed.

Spearhead’s size, speed and capacity supports a wide range of operations including operational maneuver and sustainment, relief operations in small or damaged ports, global fleet station operations, flexible logistics support and rapid transport as an alternative to airlift.

Spearhead can transport military troops, vehicles, supplies and equipment 1,200 nautical miles at an average

speed of 35 knots; its aviation flight deck can support day and night flight operations for a wide variety of aircraft, including CH-53 Super Stallions.

Spearhead and its sister ships will bridge the gap between high-speed, low-capacity airlift and low-speed, high-capacity sealift to provide for the movement of personnel, equipment, and supplies over operational distances, sustainment of joint theater and multinational logistics, and augmenting the combat logistics force.

That said, JHSV is not replacing existing platforms; it is complementing them. One of the primary goals of Spearhead’s first deployment is to evaluate new missions that might be supported by this new ship class with an initial focus on mission options that involve little or no modification to the existing sea-frame.

The JHSV class will be able to provide a persistent regional presence that increases maritime security through the cooperative efforts of joint, inter-agency, and multinational partners, as well as non-governmental organizations.

Spearhead’s first deployment to the European Command, Africa Command and Southern Command areas of operation directly supports our Navy’s commitment to presence and partnerships in these regions, and will also provide an opportunity to test new concepts and new missions that the ship wasn’t originally designed for and to allow us to capture the lessons learned that are so critical for the first deployment of a new ship class.

Spearhead’s crew will work with regional navies that operate comparable-sized ships during maritime missions such as Southern Partnership Station.

Our JHSV design has already evolved to include a range of missions with adaptable sensor, communication and support payloads. This maiden voyage will examine additional innovative missions for JHSV and will likely influence updates to the ship’s concept of operations.

The whole program, especially this first operational deployment, is the stuff of dreams for Sailors and mariners alike. I can’t wait to see how the story comes out.

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# MLP 2 completes builder's sea trials

From NAVSEA  
Team Ships Public Affairs

SAN DIEGO, Calif. - USNS John Glenn (MLP 2) successfully completed Builder's Sea Trials on Jan. 13.

During the week of sea trials the shipbuilder, General Dynamics National Steel and Shipbuilding Co. (NASSCO), conducted comprehensive tests to demonstrate the performance of all of the ship's major systems.

"John Glenn performed extremely well, a testament to the thorough preparation by NASSCO, the Navy MLP program office, and our Supervisor of Shipbuilding," said Capt. Henry Stevens, strategic and theater sealift program manager, Program Executive Office, Ships. "This ship is well on its way to acceptance trials and delivery later this year."

John Glenn is the second ship of the Mobile Landing Platform (MLP) class. Using the commercially designed Alaska-class crude oil carrier as its base, the Navy's Strategic and Theater Sealift Program Office (PMS 385) worked in conjunction with NASSCO to develop a design that supports the Navy's core

capabilities while maintaining low costs.

MLP has a maximum speed of 15 knots and range of 9,500 nautical miles. The ship has tankage for 100,000 gallons of potable water and can hold 380,000 gallons of JP-5 jet fuel. Acting as a mobile seabase, MLP will be part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and supplies with flexible distribution in support of a variety of missions including humanitarian support and sustainment of traditional military missions.

Following Builder's Trials, the ship will be inspected by the Navy Board of Inspection and Survey during a series of acceptance trials. Delivery of the ship to the Navy is expected in March 2014.

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



USNS John Glenn (MLP 2) underway off the California coast. Glenn was christened in San Diego Feb 1. (U.S. Navy photo)

## Future USNS Millinocket finishes acceptance trials

From NAVSEA Office of  
Corporate Communications

MOBILE, Ala. - The future USNS Millinocket (JHSV 3) completed acceptance trials, Jan. 10, concluding a week of thorough in-port and at-sea testing for the ship.

The trials, which were conducted at the Austal USA shipyard in Mobile, Ala., included demonstrations on all of the ships systems to ensure that JHSV 3 is ready for delivery and fulfills all contractual requirements.

"We are extremely pleased with Millinocket's performance during these trials," said Strategic and Theater Sealift program manager Capt. Henry Stevens. "The trials brought up no major issues, and we are on track to

progress towards delivery."

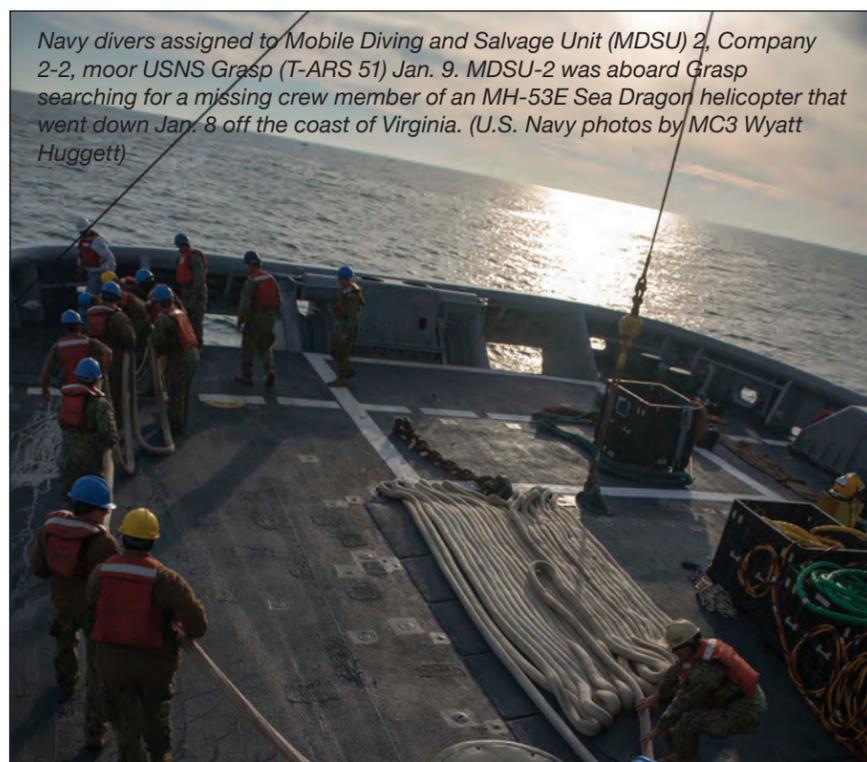
USNS Millinocket, the third ship of the JHSV class, is capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots. The JHSV design includes a flight deck for helicopter operations and an off-load ramp that allows for quick vehicular access to and from the ship as well as access to austere piers and quay walls. This makes for an extremely flexible asset able to support a wide range of operations including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport.

As a U.S. Naval Ship, Millinocket will be manned by a civilian crew who will operate and navigate the ship as part of the U.S. Navy's Military Sealift Command.



USNS Millinocket (JHSV 3) awaits delivery at the Austal USA vessel completion yard in June. (U.S. Navy photo courtesy of Austal)

## Grasp aids search efforts for crashed MH-53 helicopter



Navy divers assigned to Mobile Diving and Salvage Unit (MDSU) 2, Company 2-2, moor USNS Grasp (T-ARS 51) Jan. 9. MDSU-2 was aboard Grasp searching for a missing crew member of an MH-53E Sea Dragon helicopter that went down Jan. 8 off the coast of Virginia. (U.S. Navy photos by MC3 Wyatt Huggett)



Divers are lowered into the water from Grasp.



Sailors set up diving equipment aboard Grasp.

# USNS Spearhead's Maiden deployment



**Cover:** A Sailor aboard USNS Spearhead heaves around a mooring line as the ship arrives in Rota, Spain, for a scheduled port visit. (U.S. Navy photo by MC2 Jeff Atherton)

**Background:** Spearhead conducts sea trials off the coast of Virginia. (U.S. Navy photo by MC1 Phil Beaufort)

**Circle, left:** Civilian mariner master Capt. Doug Casavant and mission commander, Navy Capt. Marc Lederer. (U.S. Navy photo by James Marconi)

**Left and right bottom:** Civilian mariners don firefighting gear for a fire-fighting exercise. (U.S. Navy photo by MCSN Justin R. DiNiro)

**USNS Spearhead (JHSV 1) departed Jan. 16 from Joint Expeditionary Base Little Creek-Fort Story, Va., bound for the U.S. European Command and U.S. Africa Command areas of responsibility through May 2014. There, the ship will operate in the Mediterranean Sea before sailing to Africa's west coast. It will then deploy to the U.S. Southern Command area of responsibility to participate in maritime operations through the end of fiscal year 2014.**

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The following blog post by the mission commander, Navy Capt. Marc Lederer, highlights some of the ship's unique capabilities.

Welcome aboard USNS Spearhead, the first of 10 planned joint high-speed vessels. As mission commander during this vessel's maiden deployment, it is both my honor and my responsibility to oversee all our military personnel and make sure we represent the best of our Navy.

I know I speak for Spearhead's civil service master – Capt. Douglas Casavant – our chief engineer – Joe Semon – our talented crew of civil service mariners and our military personnel when I say that we are excited to see what Spearhead can do. This mission to EUCOM and AFRICOM will directly support our nation's commitment to presence and partnerships in these regions, and will also allow our Navy to capture lessons learned.

And we will learn a lot as Spearhead stretches its legs, so to speak. The JHSV class provides high-speed, agile-lift capability to transport operationally ready units to small, austere ports. Our 20,000-square foot mission bay can quickly be re-configured for a wide range of missions, including maneuver and sustainment, humanitarian assistance and special operations support. The ship's flight deck is certified to handle a wide variety of aircraft, including a CH-53 Super Stallion.

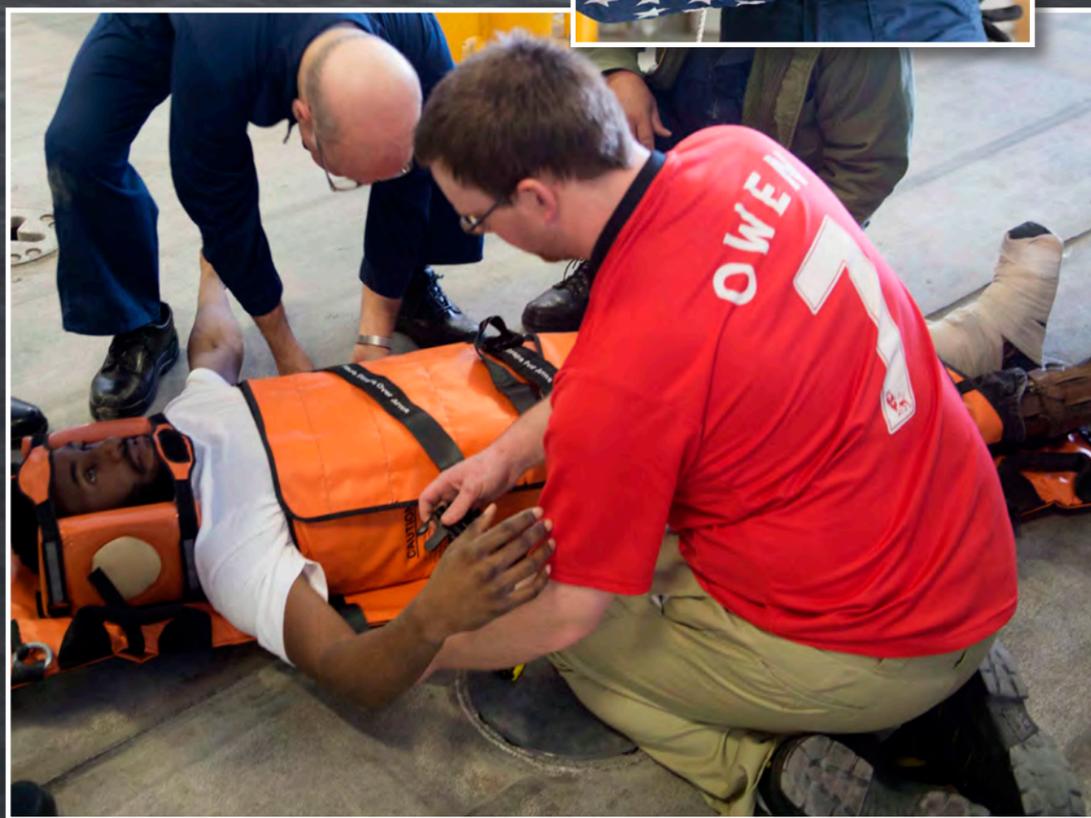
Like any of our Navy's ships, one of Spearhead's real strengths is its crew. Twenty-two civil service mariners serve under Casavant's command; skilled maritime professionals who bring years – sometimes decades – of hands-on seagoing experience to the job. In my capacity as commanding officer of Military Sealift Command's Navy Reserve Unit, I've learned about the professionalism and dedication CIVMARs bring to the table. Spearhead's crew is second to none.

Undoubtedly, this ship is fast – we can move 600 tons of equipment and more than 300 personnel 1,200 nautical miles. The engineering know-how behind the Spearhead Class of JHSVs represents an exciting new chapter in warfighter support, and we look forward to showcasing what this ship can do during our deployment.

**Right, top to bottom:** IT1 Joshua Edwards folds the National Ensign after getting underway aboard Spearhead. (U.S. Navy photo by MCSN Justin R. DiNiro)

Mike Kreschel (right), assigned to Afloat Training Team Medical, explains the proper way to wear chemical, biological and radiological gear during training. (U.S. Navy photo by MCSN Justin R. DiNiro)

Civilian mariners and Sailors secure a crew member on a stretcher during a damage control drill aboard Spearhead. (U.S. Navy photo by MCSN Justin R. DiNiro)



## FAR EAST • HAILS

USNS 2ND LT John P. Bobo (T-AK 3008), flagship of Maritime Prepositioning Ship Squadron Three, served as the focal point of a theater

security engagement visit to the Republic of Palau Dec. 5-11.

With Guam-based Sailors from U.S. Naval Hospital and Naval Special

Warfare Unit One embarked aboard the ship, personnel participated in medical training and casualty drills, shipboard communication training and maritime security training with 11 Palauan government agencies. Palau is an archipelago of more than 250 islands located east of the Philippines and south of Guam.

Navy Rear Adm. Tilghman Payne, commander, U.S. Naval Forces Marianas, described Bobo's visit as "one of the most complicated training events we have conducted with Palau."

The MPS Squadron Three commander, Navy Capt. Leonard Remias, conducted office calls with Antonio Bells, vice president of Palau, as well as Tom Daley, charge d'affaires at the U.S. Embassy in Koror, Palau's capital.

The visit concluded with embarked Sailors participating in a volleyball game with teens at a local Palau High school.

"I take personal satisfaction to be able to contribute to the youth of today in terms of their personal development by giving positive reinforcement," said MPS Three's chief staff officer Navy Lt. Cmdr. Antonio Pinkston.

At Military Sealift Command's office in South Korea, 15 students from the Republic of Korea Army Transportation School visited commanding officer Navy

Cmdr. Ed Plott during an orientation visit Dec. 3. The group visited USNS VADM K.R. Wheeler (T-AG 5001) where ship's civilian master Capt. Glen Macario led them on a tour of the vessel.

"This was a great opportunity for the ROK officers to learn about their U.S. counterparts, which promotes continued interoperability within the ROK and U.S. strategic alliance," said MSCO Korea executive officer Navy Lt. Cmdr. Cedric Edwards.

MSC Office Korea hosted a holiday party for more than 50 children from Busan's Miewon orphanage Dec. 12, providing wrapped gifts and holiday treats for the kids. MSCO Korea has sponsored the Miewon orphanage for more than five decades.

Navy Yeoman 1st Class Timothy Crose earned a Navy and Marine Corps Achievement Medal for a superb tour as administrative officer with MSC Office Diego Garcia. Diego Garcia-based MPS Squadron Two bid farewell to Damage Controlman 1st Class Johan Olarte. Michael Kennedy relieves Navy Ensign Joshua Craig as MPS Squadron Two operations officer. Ship Support Unit Guam mechanical engineer Van Nguyen departed the command in December and reported aboard SSU Singapore as its newest port engineer.



Sailors assigned to USS Emory S. Land (AS 39) participate in a gun qualification course at U.S. Navy Support Facility Diego Garcia Dec. 20. (U.S. Navy photo by MC3 Caine Storino)

## EUROPE/AFRICA • NEWS

Fleet replenishment oiler USNS Leroy Grumman (T-AO 195) provided replenishment support as the Military Sealift Command duty oiler in the Mediterranean Sea during December. Grumman conducted 10 replenishments at sea with U.S. Navy and NATO assets, delivering 644,712 gallons of F-76 fuel; 3,723 gallons of JP-5 fuel; and 157 pallets of food, cargo and mail. Grumman spent Dec. 24-30 in Civitavecchia, Italy, for the holidays.

MT Maersk Peary (T-AOT 5246), a U.S.-flagged tanker under long-term charter to MSC, loaded fuel in St. Theodore, Greece, Dec. 18 to deliver to Antarctica in support of Operation Deep Freeze, the annual replenishment of the National Science Foundation's

McMurdo Station.

Maritime Prepositioning Force ship USNS 1ST LT Baldomero Lopez (T-AK 3010) sailed around the Horn of Africa Dec. 25 during its transit to Wilmington, N.C., after finishing operations in the U.S. 7th Fleet area of responsibility.

MT Evergreen State (T-AOT 5205), a U.S.-flagged tanker under long-term charter to MSC, entered the U.S. 6th Fleet area of responsibility Dec. 29, and made its first stop in Souda Bay, Greece, to discharge 55,000 barrels of F-76 fuel.

Tanker MT Colorado Star, a Maltese-flagged voyage charter under contract to MSC, loaded 12,000 barrels of JPTS fuel in Killingholme, the United Kingdom, Dec. 26-31.

## ATLANTIC • LINES

Tom D'Agostino, director of ship operations at Military Sealift Command Atlantic's Charleston, S.C., office, coordinated port services for USNS Grapple (T-ARS 53), the tow ship for the ex-USNS Flint move Dec. 2. Additionally, the Charleston office arranged all the harbor tug and pilotage support for Grapple and Flint, to include the dead ship tow request to the U.S. Coast Guard.

Marine Transportation Specialist Mary Ann Liberto, also of the Charleston office, coordinated all the port services for USNS Spearhead (JHSV 1), to include emergency tug services as well as developing a statement of work and sole source justification with Detyen's Shipyard for layberth and crane support for offloading the integrated communication and data system equipment. Spearhead arrived Dec. 10, loaded the equipment, and

departed on schedule Dec. 12.

D'Agostino also oversaw the discharge of 20,000 barrels of fuel from USNS Lawrence H. Gianella (T-AOT 1125) Dec. 22-23.

Fair winds and following seas to retiring MSC civil service mariners worldwide: Cook/Baker Adriano Ronquillo, Boatswain Mate Keith Brooks, Utilityman Flossy Posadas, Medical Services Officer Thomas Goforth, Unlicensed Junior Engineer Arthur Roberson, Boatswain Horton Land, Able Seaman Larry O'Neal, and Refrigeration Engineer John Stoot. The command also bids farewell to Susan Melow and Bill Cook, public affairs.

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



Sailors heave a line aboard USS Stout (DDG 55) during an underway replenishment with USNS John Lenthall (T-AO 189) in the Mediterranean Sea. (U.S. Navy photo by MC2 Amanda R. Gray)

USNS Guadalupe (T-AO 200) resupplies USS Ingraham (FFG 61) in the Pacific Ocean. (U.S. Navy photo by MC3 Charles D. Gaddis)



## PACIFIC • BRIEFS

USNS Yukon (T-AO 202) returned to the U.S. 3rd Fleet area of operations in December, following more than nine months of forward operations in the U.S. 7th Fleet area of responsibility. While deployed, Yukon replaced USNS John Ericsson as a U.S. 7th Fleet oiler during Ericsson's West Coast shipyard maintenance. Yukon's highest profile mission was providing en route replenishment services to USS Freedom (LCS-1) to and from Freedom's maiden Western Pacific deployment.

In December, USNS Mercy (T-AH 19) returned to a five-day reduced operating status following full activation status in late November. The ship was activated as part of the typhoon recovery support to the Philippines. Navy **Cmdr. Louis Costa**, Military Sealift Command Pacific's Combat Logistics Force Logistics Officer, supported the ship's Medical Treatment Facility during the offload of supplies from Mercy for redistribution to the fleet. The team processed a total of 70 waterfront orders, assigning

2,570 transfer actions of MTF materials to 42 operational units. As of close of business Dec. 12, nearly \$500,000 worth of material accounting for over 74 percent of Mercy's inventory had been redistributed. Working under tight time constraints, the remainder of the ship's material inventory was transferred Dec. 27 prior to the hospital ship's Jan. 2 departure for shipyard maintenance.

USNS Guadalupe (T-AO 200) hosted Navy **Capt. Dan Pionk**, commander, U.S. 3rd Fleet Logistic Readiness Center, Dec. 2-5. Pionk sailed aboard Guadalupe

to observe underway replenishment operations onboard the Southern California duty oiler.

Fair winds and following seas to **Gladys Miller** and **Ken Woods** on their retirement from government service. Miller, the administrative assistant for the MSCPAC Office of Counsel and the final staff member who transferred to San Diego from Alameda in 1997, ended a 42-year career with the federal government, with over 30 years serving MSC. Woods, a 30-year Army veteran, retired after three years of service as MSCPAC's Security Officer.

## CENTRAL • CURRENTS

Navy Combat Logistics Force ships operating in the U.S. Fifth Fleet area of responsibility performed at a high operational temp in December, providing logistical support to our U.S. and coalition forces. There were 70 underway replenishment evolutions, including 32 events with coalition, European Union and NATO ships. This vital logistical support provided by the ships of Commander Task Force 53 enabled combatant ships, which included two carrier strike groups, to remain at sea and able to conduct their missions without interruption.

USNS Catawba (T-ATF 168) participated in a coalition training exercise with the Iraqi navy, including divers. Catawba and its crew embarked a team of CTF-56 Navy divers for the journey up to the Northern Arabian Gulf, where

they rendezvous with the Iraqi navy participants. In total, they spent three days conducting training in and out of the water, reviewing various techniques to improve safety and proficiency. This rare opportunity allowed Catawba to be part of an exercise that not only strengthens relations with coalition partners within the region, and demonstrate the versatility of the Navy's fleet tugs.

Military Sealift Command Central and CTF 53 bid fair winds and following seas to Navy **Cmdr. Brian Legan**, Navy **Lt. Jose Galvao**, **Chief Warrant Officer 2nd Class Tony Franklin**, and **Petty Officer 1st Class Errmon McClarin**.

The command welcomes Navy **Lt. Cmdrs. Rick Heyes** and **Saleem Tafish**, Navy **Lt. j.g. Joe Aiello**, and **Petty Officer 1st Class Richard Scott**.



Sailors prepare to attach a pendant to an MH-60R Seahawk helicopter on the flight deck of USS Mason (DDG 87), conducting an underway replenishment with USNS Pecos (T-AO 197). (U.S. Navy photo by MC2 Rob Aylward)



Rear Adm. T.K. Shannon frocked OS1 Joseph Golfieri and YN1 Letisha Hill during a ceremony Jan. 29. (U.S. Navy photo)

## DC • HIGHLIGHTS

USNS Fall River (JHSV 4) was christened during a ceremony Jan. 11 in Mobile, Ala.

MSC in Washington, D.C. bids fair winds and following seas to **Eileen Roberson**, director, Total Force Management; Navy **Capt. Michael Graham**, chief of staff;

**Operations Specialist Seaman Bryan Brunnermontes**, **Operations Specialist Seaman Recruit Ashley Rivera** and **Operations Specialist Seaman Recruit Dakota Thomson**; operations; **Jorge Rosario**, contracts and business management; **Bruce Belden** and **John Beauchesne**, Sealift program.



French navy aircraft carrier Charles de Gaulle (R 91), left, and USS Bulkeley (DDG 84), right, resupply with USNS Arctic (T-AOE 8) in U.S. 5th Fleet. (U.S. Navy photo courtesy of the French navy by Frederic Duplouich)

# Cape Ray departs for Syria mission

By American Forces Press Service

WASHINGTON, Jan. 28, 2014 – The MV Cape Ray and its crew deployed from Portsmouth, Va., yesterday with a message of encouragement from Defense Secretary Chuck Hagel.

Cape Ray is the Defense Department's primary contribution toward international efforts to eliminate Syria's chemical weapons material program, Pentagon officials said in a statement announcing the deployment. The vessel is part of the Transportation Department Maritime Administration's Ready Reserve Force program.

"As you all know, your task will not be easy," Hagel said in a message to the Cape Ray crew. "Your days will be long and rigorous. But your hard work, preparation and dedication will make the difference.

"You are ready," the secretary continued. "We all have complete confidence in each of you. You represent the best of our nation, not only because of your expertise and commitment, but because of your willingness to serve when called upon. For that, we will always be grateful. We are also grateful to your families for the love and support they have given you. On behalf of our country and the American people, I wish you much success. Take

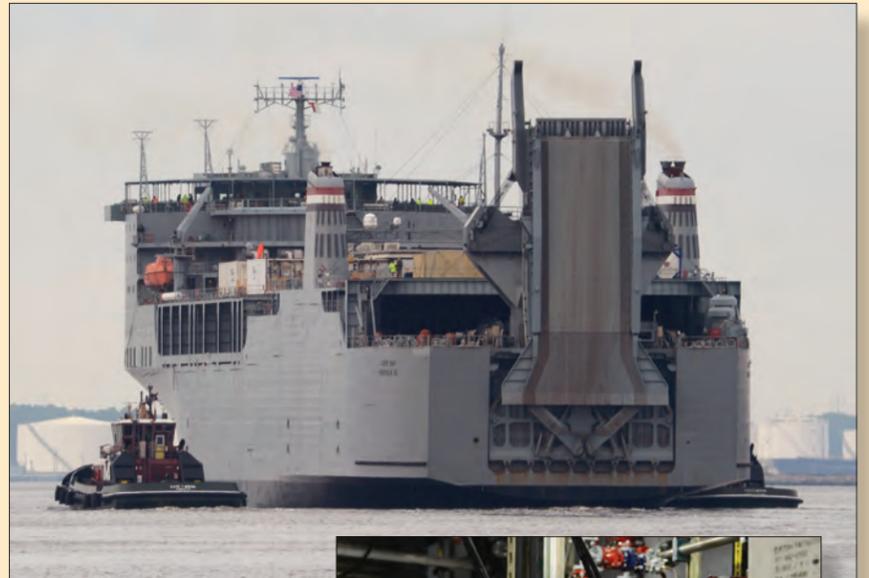
care of yourselves. God bless you all."

Hundreds of government and contract personnel have worked over the last several months to prepare the vessel to neutralize Syrian chemical materials and precursors using hydrolysis technology.

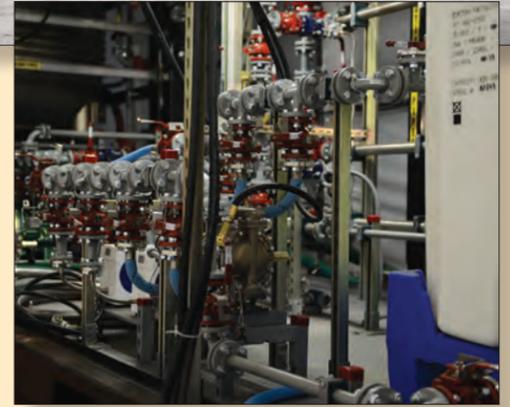
"The United States remains committed to ensuring its neutralization of Syria's chemical materials prioritizes the safety of people, protects the environment, follows verification procedures of the Organization for the Prohibition of Chemical Weapons, and with applicable standards," officials said in the announcement. "All waste from the hydrolysis process on MV Cape Ray will be safely and properly disposed of at commercial facilities to be determined by the OPCW. No hydrolysis byproducts will be released into the sea or air. MV Cape Ray will comply with all applicable international laws, regulations and treaties."

The Assad regime in Syria is responsible for transporting the chemical materials safely to facilitate their removal for destruction, officials said.

"The international community is poised to meet the milestones set forth by the OPCW, including the June 30 target date for the total destruction of Syria's chemical weapons materials, officials added. "The United States joins the OPCW and the United Nations in



Above: MV Cape Ray (T-AKR 9679) departs Portsmouth Jan. 10 for sea trials.



Right: One of two Field Deployable Hydrolysis Systems installed on Cape Ray, designed to neutralize up to 25 metric tons of chemical warfare agents a day. (U.S. Army photo by Todd Lopez)

calling on the Assad regime to intensify its efforts to ensure its international obligations and commitment are met

so these materials may be removed from Syria as quickly and safely as possible," the statement concluded.

# Tanker Maersk Peary arrives at McMurdo Station



MT Maersk Peary, (T-AOT 5246), sits at McMurdo Station's ice pier. (U.S. Navy photo by Larry Larsson)

The following blog post is the first in a series highlighting Military Sealift Command's role in Operation Deep Freeze (ODF) 2014. ODF's purpose is to provide logistical support to the U.S. Antarctic Program via Department of Defense assets. MSC has supported ODF since McMurdo Station was established in 1955, providing supplies and fuel to scientists operating from the remote Antarctic base. To view a live stream of McMurdo Station, visit the U.S. Antarctic Program's webcam at <http://www.usap.gov/videoclipsandmaps/mcmwebcam.cfm>.

MSC-chartered tanker MT Maersk Peary (T-AOT 5246) arrived at McMurdo Station, Antarctica, Jan. 26. The ship's arrival marked a major milestone in MSC's role as part of Operation Deep Freeze, the annual Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

Peary is the first of two MSC-chartered ships that will make deliveries to McMurdo

Station. Cargo ship MV Maersk Illinois is scheduled to arrive at the McMurdo ice-pier in early February. Maersk Illinois will deliver nearly 7 million pounds of supplies such as frozen and dry food stores, building supplies, vehicles, and electronic equipment and parts. The ship carries roughly 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year.

Peary sailed from the European Command area of operations in December with more than 3.5 million gallons of diesel fuel, jet fuel and gasoline; 100 percent of the fuel needed to sustain the station for the year. The fuel cargo will be off-loaded by Navy Cargo Handling Battalion One.

"Operation Deep Freeze is a great opportunity for Military Sealift Command to demonstrate our capability to deliver in any situation and any condition," said Navy Cmdr. Ray Franklin, MSC Pacific's operations officer. "We are all proud to be a part of this year's mission."

# Energy at MSC: Shipboard lighting upgrades

The following blog is part of an ongoing series on Military Sealift Command's Energy Conservation program (ENCON), written by the MSC ENCON team. Although it is one of the most familiar energy-saving modifications – upgrading to energy-efficient lighting – switching to more efficient technology can generate significant benefits.

After analyzing what makes economic and safety sense, MSC is replacing lights in the habitability spaces and cargo holds of ships with high-efficiency alternatives to existing fluorescent and high-pressure sodium vapor lighting.

Although prices are coming down for energy-efficient lighting, it doesn't always save money to replace lighting as soon as possible. To determine the right

time to change, we balance the energy saved – based on the operating profile – against the cost of replacing the lights. For instance, in areas where lights are not on very often, it may make more sense to wait to replace all the lighting in that area until one goes out. As part of our analysis, we have been testing various types of lighting to demonstrate what works the best and to accurately measure the energy savings from replacing current lighting with more efficient lighting. Other trade-offs are between replacing lightbulbs and installing intelligent light switches.

Two promising energy-efficient lighting alternatives are T8 fluorescent, and more recently, light-emitting diode (LED). Both T8s and LEDs use

significantly less energy to produce the same luminance and have increased life expectancy over the T12 fluorescents.

Two ship classes that have received lighting upgrades are the T-AKR and T-AKE. Twelve T-AKR large, medium-speed, roll-on/roll-off ships have been retrofitted with T8 lighting in the habitability spaces. This new lighting will reduce the instantaneous lighting load of these fixtures by approximately 40 percent while providing similar lighting levels. This equates to an estimated fuel savings of approximately 400 barrels per year for USNS Dahl (T-AKR 312).

MSC ENCON recently supported the procurement of more than 17,000 LED lamps that will replace a portion of the T8 fluorescent lamps in the Navy's 14 T-AKE

dry cargo/ammunition ships. Currently, the lighting on board makes up four percent of the total class fuel usage, which equates to nearly \$10.5M million per year. Conservative cost analyses estimate a payback of the cost of procurement of the LED lamps in 2.1 years after installation.

In the original design of the vessels, the cargo hold lighting could only be shut off using circuit breakers that were not very conveniently located. The result? Lights were typically left on whether or not anyone was working in a cargo hold. The last four T-AKEs built were equipped with switches located in the vicinity of the holds, but the ENCON team oversaw another initiative to install cargo hold light switches on the other T-AKE vessels.