

SEALIFT

Our U.S. Navy's Military Sealift Command

Touching History



USNS Observation Island (T-AGM 23)



INSIDE the June 2014 Issue — 97 years of UNREP • MSC promotes healthy shipboard lifestyle

National Maritime Day: Paying respect

The following blog was written by Rear Adm. T.K. Shannon, commander, Military Sealift Command and originally appeared on the Navy Live blog. On May 22, America celebrates National Maritime Day, honoring our fallen heroes from our U.S. Merchant Marine. Shannon talks about the history of Maritime Day and what it says about our mariners.

On May 22, 1819, the SS Savannah left its home port of Savannah, Ga., on its way to Liverpool, England. The ship “put to sea with steam and sails” and reached Liverpool in 29 days and four hours, becoming the first steamship to cross the Atlantic and signaling the beginning of the steam era.

More than 100 years later, on May 20, 1933, Congress declared May 22 to be National Maritime Day in honor of SS Savannah’s maritime accomplishment.

Merchant mariners and American shipyards have been crucial to American independence since our nation began. Our U.S. armed forces could not fight a war overseas without our mariners and their ships to carry combat equipment, fuel and supplies.

In World War II, our merchant mariners and their shipmates of the Navy Armed Guard sailed across the Atlantic, the Pacific, through the Indian Ocean, and across the Arctic Circle to Murmansk. They were being sunk by enemy U-boats even before we officially entered the war, and they were the last to return, bringing our GIs home.

None of our mariners “had” to go to sea. They were all civilians, and they could have taken other jobs in the booming wartime economy. Yet they went. And many paid the ultimate price.

As the war was reaching its final moments, Gen. Dwight D. Eisenhower said for all the world to hear, “When final victory is ours, there is no organization that will share its credit more deservedly than the Merchant Marine.”

Yet, in spite of their service and their

Rear Adm. T.K. Shannon, commander, MSC, and memorial wreath tenders pay respect to mariners at Maritime Day 2014. (U.S. Navy photo by Barry Lake)

sacrifices, our merchant mariners were not accorded veterans’ benefits, and for many years were excluded from celebrations of Veterans’ Day, Memorial Day, and other days recognizing members of our Armed Forces. One merchant marine veteran who felt the exclusion very keenly was Walter Oates at the Maritime Administration, a wartime graduate of the U.S. Merchant Marine Academy at Kings Point.

In 1970, at the instigation of Mr. Oates, the Maritime Administration sponsored an observance of Maritime Day, a solemn ceremony honoring veterans of our merchant marine, especially those who gave their lives in service to our United States. That observance has been held every year since.

In 2005, the U.S. Conference of Catholic Bishops voted to make National Maritime Day a Day of Prayer and Remembrance for Seafarers and People of the Sea.

Today, the expertise and experience of our merchant mariners help support our U.S. economy and the tenets of our Chief of Naval Operations, Adm. Jonathan Greenert, as our mariners help our Navy protect and defend America (warfighting first), support our Navy’s deployment around the world (operate forward) and help our Navy maintain its capability to respond at a moment’s notice (be ready).

On May 22, as we bow our heads in silent memorial to our merchant mariner shipmates who crossed the bar for the final time this past year, we also lift a salute to our future – those bright young American women and men from our maritime academies and union schools who have stepped forward to carry on our U.S. Merchant Marine tradition, “We’ll deliver.”

Thanks for your service.

T.K. Shannon

Rear Admiral, U.S. Navy
Commander, Military Sealift Command



SECNAV announces name of JHSV 8



Secretary of the Navy Ray Mabus officially announces the name of joint high-speed vessel USNS Yuma (JHSV 8) during a press conference in Yuma, Arizona. (U.S. Navy photo by MC1 Arif Patani)

By Secretary of the Navy, Public Affairs

YUMA, Ariz. (NNS) -- Secretary of the Navy Ray Mabus attended a ship naming ceremony for the future joint high-speed vessel (JHSV) USNS Yuma (JHSV 8) April 25 in Yuma’s Gateway Park.

Mabus chose the name Yuma as a tribute to the residents of the Arizona city and their close ties with the military.

“The real reason we’re here today is the people of Yuma,” said Mabus. “For 86 years you have been supporting military aviation here in the heart of Arizona, and for 55 years you have been the desert home of Marine Corps aviation.”

Speaking to a crowd that included Yuma’s Mayor Douglas Nicholls, Mabus explained what the future may hold for JHSV 8.

“The ships we build today will be a part of fleet for more than three decades. Sailors not yet born will serve in her,” he said. “With her ability to operate in areas that might be otherwise inaccessible, USNS Yuma may well be the only part of America, and her Sailors the only Americans, some people in the world will ever see.”

The future USNS Yuma will be built on a catamaran hull that can operate in shallow waterways. It will feature a flight deck able to support day and night helicopter and unmanned aircraft operations.

JHSVs also have, according to Mabus, “a whole lot of space inside,” an important aspect of future operations.

“That space is what makes these ships so important for our future,” he said. “It gives our Marines and Sailors an opportunity to come up with new and innovative ways of operating. These ships will carry Marines across the vast Pacific, operating with our partners and helping to build up our allies.”

JHSVs will also deploy to the Caribbean and South and Central America as well as work with Special Operations forces among other missions.

Mabus concluded his remarks at the ceremony by thanking the city for hosting the event and sharing its name with the Department of the Navy.

“Thank you for this opportunity to share with you our recognition of your city and your support of our Navy and Marine Corps,” he said. “Thank you all for being here and joining in the celebration of what I know will be a continued special relationship between Yuma, the Marine Corps, the Navy and the ship which will bear its name.”

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

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Reflections from Africa Partnership Station

By Capt. Marc Lederer
USNS Spearhead
Africa Partnership Station
Mission Commander

This blog originally appeared on the U.S. Navy's official blog, Navy Live, May 6.

It has been roughly three-and-a-half months since Spearhead departed Joint Expeditionary Base Little Creek-Fort Story, Va., on the first part of her maiden deployment to U.S. European Command (EUCOM) and U.S. Africa Command (AFRICOM) theaters. Since that time, we've traveled thousands of miles, visited nine different countries, and participated in several partnership-building engagements. As mission commander of this unique phase of her maiden deployment, I was privileged to see firsthand the passionate energy our partners bring to the table to ensure maritime security.

Primarily serving in West Africa, Spearhead operated with our African partners along their nations' coastlines, economic exclusion zones, and international waters to ensure maritime security and protect maritime economic outputs such as fishing. Along the way, we had the opportunity to work directly with naval forces from the Senegalese Navy, Liberian Coast Guard, Ghanaian Navy and Marine Police, Togolese Navy, both the Nigerian Navy and Special Boat Service (SBS) and the Battalion d'Intervention Rapide (B.I.R.).

Under the umbrella of Africa Partnership Station, we participated in

the annual exercise Obangame Express. Exercises like Obangame Express provide the opportunity for West African nations to come together and build additional capabilities as they focus on interoperability in such areas as the Gulf of Guinea. As Maritime Operations Centers (MOCs) like those in Lagos, Nigeria and Douala, Cameroon, part of a number of MOCs involved in the exercise, build capacity to operate in a complex environment, Gulf of Guinea nations – and their maritime forces – grow stronger and have a better chance of countering illicit activity in their territorial waters. As the regional partnerships grow stronger, so do the relationships between sailors of every nation with a vested interest in maritime security.

Serving forward during Spearhead's maiden deployment was a great opportunity, in terms of experiencing the partnerships amongst West African nations and sitting down and talking with fellow sailors throughout the region. This not only increased mutual understanding of our respective maritime services, but also formed bonds that will last a lifetime. Having had the chance to speak with members of each of the respective country's forces, I can tell you it was an extremely rewarding experience.

I offer that the more the U.S. Navy operates forward, and the more we participate in partnership engagements, the more we come to focus on the people and the importance of fostering lifelong relationships. While supporting Africa Partnership Station, I met a fellow

Senegalese officer, who like me, is a Naval War College graduate; I also met a Cameroonian officer who is slated to attend the War College this summer. It reminded me of a fellow South Korean Army officer who was in my Joint Forces Staff College seminar in 2007. Having lost touch, we reconnected last August when I was supporting the Ulchi Freedom Guardian exercise at their army headquarters in Daegu – he saw me on a video teleconference and contacted me through one of the other Republican of Korean Army officers. It can be a very small world at times—which makes building friendships so vital.

Spearhead returned to Joint Expeditionary Base Little Creek-Fort Story today, capping the first of two chapters in what will be a historic maiden deployment. I am not sure when I will have another opportunity to support Africa Partnership Station, but I know that I will bump into one of the officers from our partner nations at some point in the future. While we may have only served together briefly, we share the common thread of service to our nation. We remain focused on the safety and security of our countries and it brings us closer together, brothers-in-arms connected by a common goal.



Sailors, Coast Guardsmen and civil service mariners embarked aboard USNS Spearhead (JHSV 1) paint Gabon's national art school during a community service project. (U.S. Navy photo by MCSN Justin R. DiNiro)

Ninety-seven years of Navy underway replenishments

By Jim George
Combat Logistics Force Program Manager

This originally appeared on the U.S. Navy's official blog, Navy Live, May 28.

On this day in 1917, USS Maumee (AO 2) made history when she became the first ship to refuel another vessel at sea. This remarkable achievement made it possible for six U.S. Navy destroyers to sail to the United Kingdom without the need to stop at a port.

At the time, at-sea refueling – known as underway replenishment – got the Navy into the fight during World War I. In the 97 years since, underway replenishment techniques and technology have become increasingly capable tools to deliver not just fuel but food, ammunition, spare parts and even the mail to every single Navy combatant ship at sea. Delivery at sea means that Navy warfighters save a great deal of time – time they can spend carrying out exercises and other missions, rather than pulling into a port. It's no exaggeration to say that the 31 ships of the Navy's Combat Logistics Force (CLF) are key to the Navy's ability to operate worldwide – projecting power where it matters, when it matters.

The CLF's remarkable capability stems in large part from its people, the more than 3,000 MSC civil service mariners (CIVMAR) who crew the ships. Most bring years – sometimes decades – of professional maritime experience to the table, which is critical to safe and efficient underway replenishments.

Even today, the process requires extreme precision as two ships the length of multiple football fields sail completely parallel at 150 feet apart, sometimes in rough seas for hours on end. It is a testament to their know-how that CIVMARs make underway replenishments look easy, and maintain the process as the logistics backbone of our Navy.

And the demand for underway replenishment services is high. Averaged together, each ship in the CLF operated for 166 days, or 45 percent of fiscal year 2013, at sea. In that time, CLF vessels made 3,211 deliveries, including 118.8 million gallons of jet fuel. That's enough to fill a Navy F/A-18F Super Hornet roughly 59,600 times. All this, from ships that make up just 11 percent of the Navy's 289-ship Battle Force.

Part of that capability is due to the ships themselves. Purpose-built platforms matter a lot, and like other Navy ships CLF vessels are designed to do specific job sets.

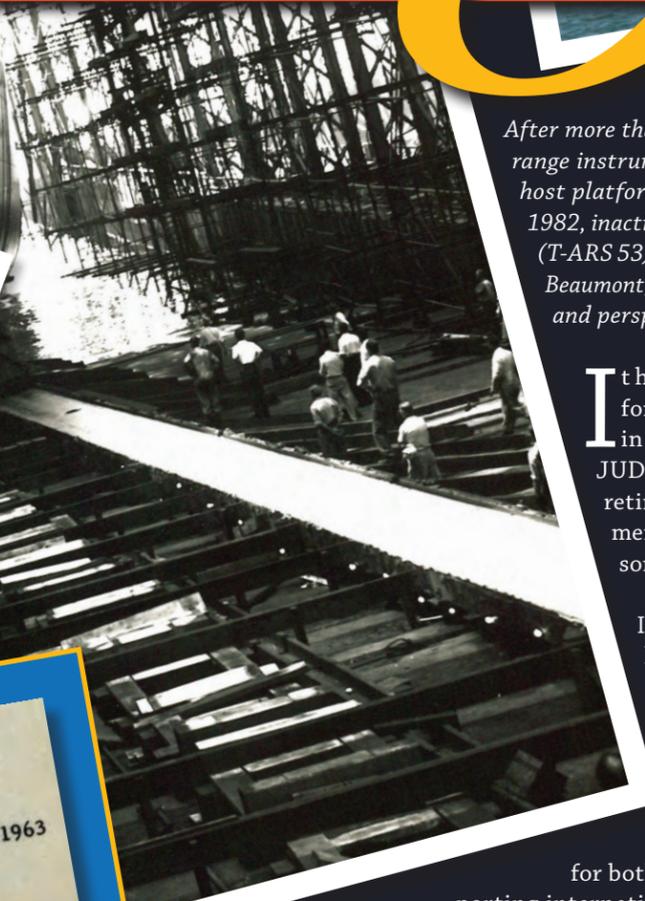
Take the newest Lewis and Clark Class, for example. Designated T-AKEs, these ships can carry 756,000 gallons of fuel (on top of their own gas tanks) and more than 8,300 tons of other cargo. They're very good at routine underway replenishments, and we've also learned that they are valuable assets during emergency situations. They've contributed to Operation Enduring Freedom anti-piracy operations in 2009, humanitarian relief to Haiti after the 2010 earthquake, and humanitarian relief to the Philippines just last year. An MV-22 Osprey landed aboard USNS Robert E. Peary (T-AKE 5) for the first time during exercise Bold Alligator 2012, a proof-of-concept operation that demonstrates T-AKEs can tackle additional mission types.

With top-notch platforms and top-notch people, Military Sealift Command is proud to be the Navy command responsible for resupplying our Sailors at sea. Today, in particular, we're honored to continue a tradition of excellence and innovation for our Navy, worldwide.



Both photos: USS Maumee (AO-2) refuels USS McCall (DD-28) during Atlantic convoy operations during World War I. (Naval History & Heritage Command Photo Collection)

60 years



After more than half a century of service to the United States, missile range instrumentation ship USNS Observation Island (T-AGM 23), host platform for the Air Force COBRA JUDY radar system since 1982, inactivated March 25, 2014. Shortly thereafter, USNS Grapple (T-ARS 53) began to tow ex-Observation Island on its final voyage to Beaumont, Texas. The following blog provides some of the ship's history and perspectives from the Air Force Program Manager, Ed Hotz.

It has been a privilege to be associated with this program for the past 22 years. I arrived at Patrick Air Force Base in March 1992 as Major Ed Hotz to be the USAF COBRA JUDY operational program manager. Eight years later, I retired as Lt. Col. Hotz, but continued program management in my current federal civil service position. So I have some history with Observation Island.

The Air Force first started operating Advanced Range Instrumentation Ships in 1965. COBRA JUDY was the last and most advanced system built under this program and is, to this day, considered one of the most capable radar systems ever built in the world.

Since her first successful radar collection in April 1982, COBRA JUDY has completed 558 nationally sponsored missions. The information collected was critical in development of shoot-down algorithms

for both tactical and strategic missile defense systems; supporting international treaty verification; providing national decision makers, from the president on down, with precise, actionable data on world events.

The now ex-Observation Island has enjoyed international prominence in its two primary mission areas spanning more than 56 years.

Observation Island, or OBIS, started her career as the SS Empire State Mariner, built by New York Shipbuilding, Camden N.J., and launched Aug. 15, 1953, as a "mariner" class fast cargo merchant ship. After three voyages, she entered the National Defense Reserve Fleet in November 1954.

Empire State Mariner transferred to the Navy in fall 1956, and was converted as the first naval ship to have a fully integrated Fleet Ballistic Missile System at Norfolk Naval Shipyard in Portsmouth, Va. She was commissioned Dec. 5, 1958, as USS Observation Island (E-AG 154).

About seven miles off Cape Canaveral, Fla., Observation Island performed the successful first launch of a Polaris test missile at sea in September 1959. Following this milestone and the subsequent firing of other Polaris missiles, the ship started to support Polaris launches from the FBM submarines; USS George Washington (SSBN 598) being the first. On Dec. 15, 1960, Observation Island was awarded the Navy Unit Commendation for its performance during those first Polaris launches.

President John F. Kennedy observed an A-2 Polaris launch from Observation Island's deck, six days before his assassination in November 1963.

The ship was assigned under the Maritime Administration from 1972 until August 18, 1977, when, upon request of USAF, she transferred to Military Sealift Command and designated as T-AGM 23.

USNS Observation Island, now Air Force funded, underwent modifications and became the host for the COBRA JUDY radar system. The COBRA JUDY radar system consisted of an S-Band phased array radar and an X-Band parabolic dish radar. The 150-ton S-Band radar, with 12,288 active independent antenna elements, could track over 100 targets simultaneously. The X-Band, 30-foot dish, was slaved to the S-Band to get high resolution radar signature data on a single target of interest.

Data collected by COBRA JUDY was required by Congress for arms control verification. COBRA JUDY is the only radar sensor capable of collecting the high-resolution metric and signature data needed for strategic missile treaty verification, as well as strategic and theater missile defense development efforts.

In support of this national mission, Observation Island averaged more than 260 days a year at sea every year for more than 31 years.

In December 2013, COBRA JUDY took her final mission. OBIS departed Japan mid-January crossing the Pacific and through the Panama Canal, finally reaching her inactivation shipyard in Mobile, Ala. USNS Observation Island and the COBRA JUDY radar system may be retired, but their legacy lives on. The Air Force will continue this critical national mission with the state-of-the-art COBRA KING radar system, hosted aboard USNS Howard O. Lorenzen (T-AGM 25).

THE WHITE HOUSE
WASHINGTON

19 November 1963

Dear Admiral Galantin:

The Polaris firing I witnessed from the USS OBSERVATION ISLAND on 16 November was a most satisfying and fascinating experience. It is still incredible to me that a missile can be successfully and accurately fired from beneath the sea. Once one has seen a Polaris firing the efficacy of this weapons system as a deterrent is not debatable.

Thank you very much for allowing me to see a Polaris firing. Certainly, those of us who saw it are more conscious of the professional competence of our naval forces.

Would you please express my appreciation to the Commanding Officer and crew of the USS ANDREW JACKSON for their splendid performance.

With best wishes,

Sincerely,
John F. Kennedy
JOHN F. KENNEDY

Rear Admiral I. J. Galantin, USN
Special Projects Officer
Main Navy
Washington, D. C.

Background cover: USNS Observation Island (T-AGM 23) makes a striking profile from the air. (U.S. Navy photo)

From top left: USS Observation Island (E-AG 154) fires a Polaris Missile off Cape Canaveral, Fla. (U.S. Navy photo)

Empire State Mariner is renamed USS Observation Island in December 1958. (Photo courtesy of Barb Ivey)

Cargo ship Empire State Mariner at pier. (Photo courtesy of the National Archives)

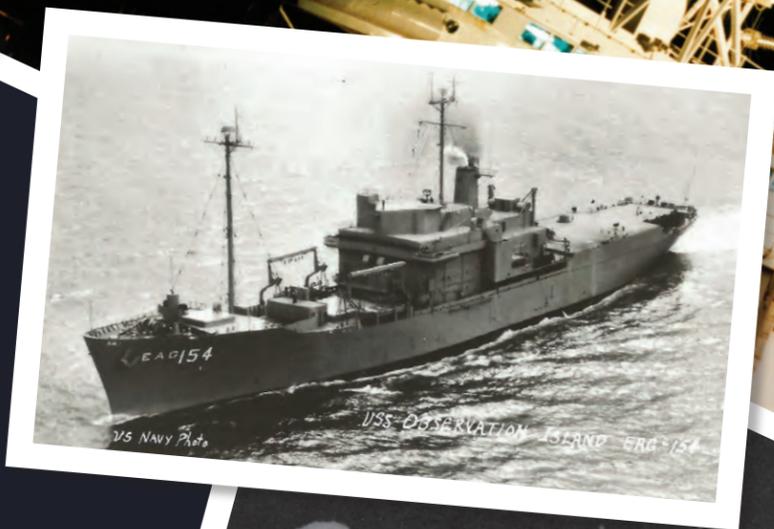
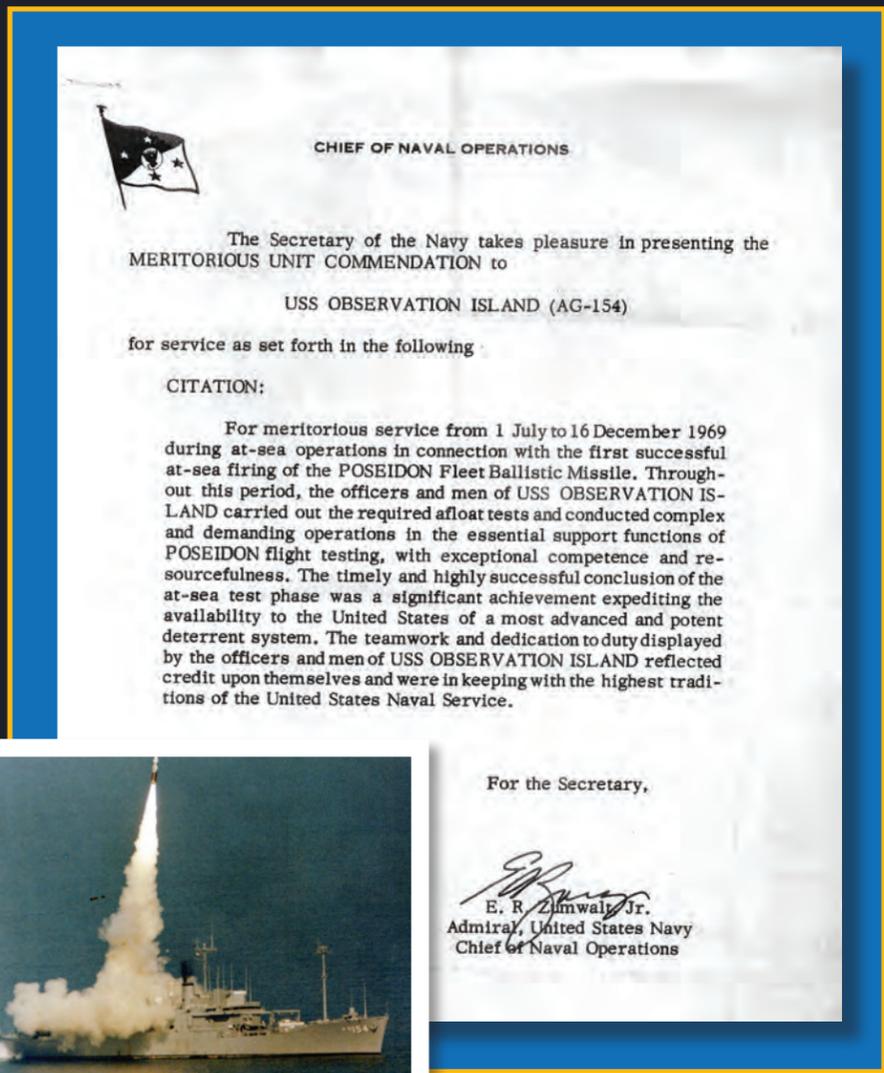
A 150-ton S-Band phased array radar is installed aboard OBIS. (U.S. Navy photo)

From bottom left: Della Waugh officially christens Empire State Mariner in 1954. (Photo courtesy of Barb Ivey)

While aboard OBIS, President John F. Kennedy witnesses the launching of a Polaris missile from submarine USS Andrew Jackson (SSBN-619) in Nov. 1963. (All JFK photos by Robert Knudsen, White House, John F. Kennedy Presidential Library and Museum) President Kennedy tries on the windbreaker given to him by OBIS crew which bears the emblems of OBIS and Andrew Jackson.



USNS of service



Tracking Observation Island's sponsor . . .

When I heard my favorite ship USNS Observation Island was being inactivated, I jumped at the chance to help protocol officer Kenny Green plan a tribute for a ship that I've never set foot on. Our budget prevented a ceremony, but we wanted to connect with the ship's sponsor's family by researching the ship's original naming in 1954 and renaming in 1958.

"Why can't I find Mrs. Samuel C. Waugh's first name?" asked Green. Mrs. Waugh, the ship's sponsor when it was christened as Empire State Mariner, was listed only under her husband's name. He was Assistant Secretary for Economic Affairs for the U.S. Department of State from 1953 to 1955. Nowhere could we find her first name!

Interested in genealogy, I figured "Sam" might have an online family tree within a genealogy database I subscribe to. Bingo! There she was. His second wife, Elizabeth "Della" Ladd Waugh (deceased), was the sponsor. Della had a daughter, Elizabeth "Betty" Romans Gibke (deceased) by her first husband. Betty's daughter is still alive. My database doesn't list names of living people. Finally, through my amateur sleuthing skills, I came across the name, Barb Ivey.

It was like contacting a long-lost relative when I first called Barb. We hit pay dirt when she said, "So, that's what all those ship photos are in that box from my grandmother!" Some of those photos accompany this story.

Thanks to Della Waugh and Barb Ivey for preserving some of OBIS's history. I think this story has come full circle.

Dale Allen, Art Director, MSC Public Affairs

Center spread, clockwise from lower left: A thank-you note from President Kennedy to the crew of OBIS.

President Kennedy phones the crew of submarine USS Andrew Jackson to commend them for a job well done.

OBIS at pier in Hawaii. (U.S. Navy photo)

Cargo ship Empire State Mariner is launched at New York Shipbuilding in Camden, N.J., in 1954. (Photo courtesy of Barb Ivey)

A close-up view of OBIS's S-Band phased array radar. (U.S. Navy photo)

An award-winning night photo of OBIS. (Photo by Steve Baseden)

A vintage photo of USS Observation Island. (U.S. Navy photo)

Della Waugh listens to her husband, Assistant Secretary for Economic Affairs for the

U.S. Department of State Samuel Waugh, as he makes remarks during the christening of Empire State Mariner in 1954. (Photo courtesy of Barb Ivey)

OBIS undergoes conversion at Norfolk Naval Shipyard in 1959 to accommodate testing of Fleet Ballistic Missile weapons system. (U.S. Navy photo)

Insets: A citation for meritorious service for Observation Island. A Poseidon Missile is launched from Observation Island. (Official Navy photo)

FAR EAST • HAILS

Maritime Prepositioning Ship Squadron Two welcomed its new commander during a change of command ceremony held April 24 at Diego Garcia's United Seamen's Service Center. Navy **Capt. Herman Awai** relieved Navy **Capt. Tim Callahan**, who earned a Legion of Merit medal recognizing his outstanding one-year assignment at the command.

This is Awai's second tour commanding a Maritime Prepositioning Force squadron having served as MPS Squadron Three's commander in Guam and Saipan from 2010-2011.

"Through the knowledge of my staff here, along with the masters, chief engineers and merchant mariners, I hope to marry all their ideas and experiences and come up with a good plan for the future of maritime prepositioning ships," Awai told the audience which included Naval Support Facility commanding officer Navy **Capt. Matthew Vendersluis** and British Representative to Diego Garcia Royal Navy **Cmdr. Lee Hardy**.

Navy **Cmdr. Joseph Casale**, along with staff members of MSC Ship Support Unit Guam, opened its new home during a ribbon-cutting ceremony April 25.

Casale joined Navy **Rear Adm. Tilghman Payne**, Commander, Joint Region Marianas, and Guam **Lt. Gov. Raymond Tenorio** in cutting the ribbon to officially open SSU Guam's new home on Naval Base Guam. SSU Guam had been located in a compound at nearby Romeo Pier for the past 24 years. USNS John Ericsson (T-AO 194) civil service master **Capt. Anthony Boudouin** attended.

"We look forward to continuing the strong relationship with the amazing people of Guam and the Commonwealth of Northern Marianas islands," Casale said.

Crew members from USNS Charlton (T-AKR 314), USNS Soderman (T-AKR 317) and USNS VADM K.R. Wheeler (T-AG 5001) participated in a community service project April 17 at a World War II monument on Saipan. Civilian mariners worked with the local Marianas Visitors Authority to replace more than a hundred feet of dilapidated fencing, repair and repaint hand rails, and pick up rubbish at the site.

"We have smiles on our faces because we are glad we could chip in and return the hospitality Saipan has shown the squadron on so many occasions," said Wheeler's civilian master **Capt. John Mansfield**.

"The efforts of the volunteers exemplify the professionalism and teamwork they demonstrate on a daily basis," said MPS Squadron Three commander Navy **Capt. Leonard Remias**.

Navy MH-60S pilots from Guam-based Helicopter Sea Combat Squadron 25 conducted day and night landings aboard USNS 1st Lt. Jack Lummus (T-AK 3011) in Apra Harbor, Guam, April 24. HSC-25 pilots frequently deploy aboard MPS Squadron Three ships to train in flight deck proficiency.

Civilian **Capt. Robert Wiechert**, prospective master of USNS Impeccable (T-AGOS 23) visited Navy **Capt. Jim Hruska**, commander, MSC Far East, during an orientation visit to the command April 23 before reporting aboard the ship.

SSU Singapore welcomes Logistics Management Specialist **William Lyon**.

DC • HIGHLIGHTS

Military Sealift Command commemorated Days of Remembrance April 29, recognized annually throughout DOD April 27 to May 4. MSC invited **Halina (Litman) Yasharoff Peabody**, survivor volunteer from the U.S. Holocaust Museum. Ms. Peabody spoke about how she and her family survived the Holocaust by obtaining false ID papers and becoming Catholic. Peabody discussed the significant impact and importance of this era, which informs contemporary American society.

The command celebrated Asian-Pacific American Heritage Month May 29, in recognition of the significant contributions of Asians and Pacific Islanders in the United States. **Pete Budi**, logistics director, served as the keynote speaker, reflecting upon the aspirations of those who transcended beyond barriers to equal opportunity in America.

The command welcomes **James Hotsko**, engineering; **Leila Hemenway**, **Lorrie Leedy** and **John McCabe**, contracts and business management; and **Anthony Sganga**, security.

EUROPE/AFRICA • NEWS

In early April, fleet replenishment oiler USNS John Lenthall (T-AO 189), the U.S. Navy's duty oiler in the Mediterranean Sea, participated in multinational exercise Noble Dina, along with Greece and Israel. Noble Dina is a combined exercise designed to increase interoperability by developing individual and collective maritime proficiencies of participating nations, as well as promoting friendship, mutual understanding and cooperation.

Throughout the month of April, Lenthall conducted underway replenishments with 17 U.S. Navy and NATO assets, delivering 1,633,908 gallons of F-76 and F-44 fuel and transferring 260 pallets of cargo.

MV Cape Ray, an activated Ready Reserve Force cargo ship, remained pier-side in Rota, Spain. The ship hosted a media event that included 90 representatives from global media and international nongovernmental organizations April 10.

USS Mount Whitney (LCC 20), which is operated by a combined crew of military personnel and civil service mariners working for MSC, got underway from its homeport in Gaeta, Italy, April 25 to support NATO Exercise Trident Jaguar in the Western Mediterranean Sea starting April 28. The focus of Trident Jaguar is to build Naval Striking and Support Forces NATO's ability to respond to crisis on short notice. The exercise also demonstrated interoperability between NATO allies as part of NATO's broader connected forces initiative.

Cargo ship BBC Seattle, a U.S.-flagged ship under long-term charter to MSC, departed the 6th Fleet area of operations, April 8, for the U.S. 5th Fleet area of operations.

MV Cape Race, an activated Ready Reserve Force cargo ship, departed the U.S. 6th Fleet area of operations, April 2, to support operational requirements in the U.S. 5th Fleet area of operations.

MSC Europe and Africa conducted sealift operations in April with United Kingdom-flagged tanker CPO Malaysia, which discharged a total of 55,000 barrels of JP-TS fuel in Killingholme, the United Kingdom, April 7-8. Greek-flagged tanker MT Byzantion discharged 60,000 barrels of JP-5 fuel in Souda Bay, Greece, April 22.

MV TSGT John A. Chapman (T-AK 323) transited through the U.S. 6th Fleet area of operations April 15-23.

Oceanographic survey ship USNS Bruce C. Heezen (T-AGS 64) entered the U.S. 6th Fleet area of operations April 8. Heezen made port stops in Souda Bay, Greece, April 10-13; Catania, Italy, April 17; and Rota, Spain, April 21-25.

USNS Arctic (T-AOE 8) operated in the U.S. 6th Fleet area of operations throughout April. Arctic made a port stop in Rota, Spain, April 6-8, before conducting underway replenishments with five U.S. and NATO ships April 9, and five U.S. and NATO ships April 13.

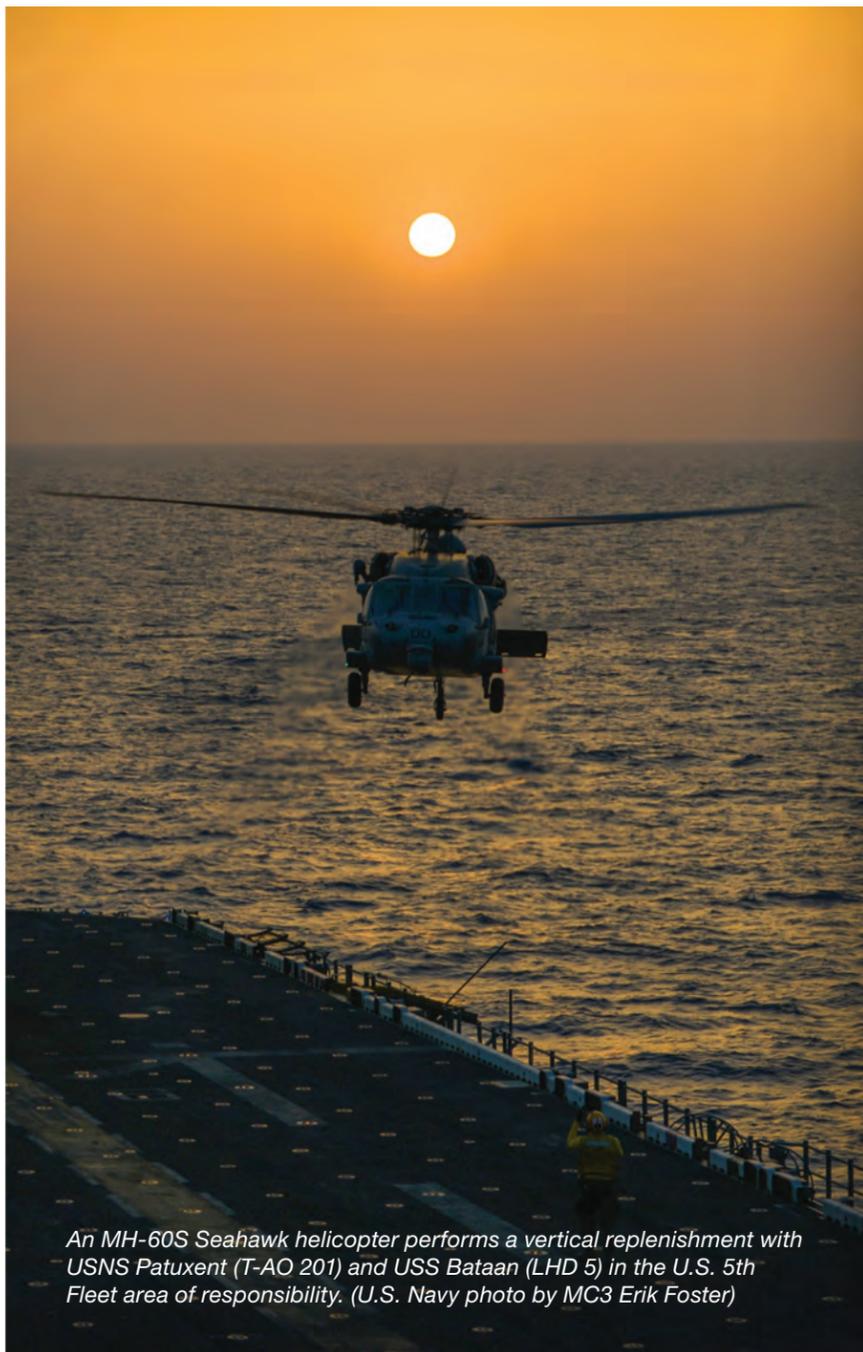
MSCEURAF/CTF-63 bids farewell to **Irma Otte**, administrative assistant, and welcomes Navy **Lt. James Foster**, assistant combat logistics officer.

CENTRAL • CURRENTS

Military Sealift Command Central and Commander Task Force 53 recorded another outstanding month in April, organizing and overseeing 79 underway replenishment evolutions to U.S. Navy and coalition ships, ensuring that warships in the U.S. 5th Fleet area of responsibility received the material they needed to stay at sea and on station.

Both MV Cape Race and MV BBC Seattle (T-AK 5272) provided invaluable sealift services to U.S. Central Command forces, delivering or retrograding critical supplies and equipment. Executing the nearly simultaneous cargo load and off-load operations with both ships required the coordinated efforts of MSCCENT, the Army 840th Transportation Battalion, and each ship's personnel.

MSCCENT and CTF-53 would also like to bid farewell and following seas to many longtime members of its team. Navy **Cmdr. Andy Kirkland**, Navy **Cmdr. Keith Crockett**, **Willie Burke**, **Linda Harman**, **Chief Petty Officer Chris Nawrocki**, **Petty Officer Toinyette Williams**, **Petty Officer Kedrick King**, **Petty Officer Alvin Solomon**, **Petty Officer Matthew Gardner**, **Petty Officer Shanterrius Wright**, and **Petty Officer Rafael Perez** all departed in April. We are also pleased to welcome the arrivals of **Petty Officer Brandon Walker**, **Petty Officer Nicole Robinson**, and **Petty Officer Lauren Quesada** to the MSCCENT and CTF-53 team.



An MH-60S Seahawk helicopter performs a vertical replenishment with USNS Patuxent (T-AO 201) and USS Bataan (LHD 5) in the U.S. 5th Fleet area of responsibility. (U.S. Navy photo by MC3 Erik Foster)

PACIFIC • BRIEFS

USNS Salvor (T-ARS 52) departed San Diego April 17 with ex-Thatch in tow. Salvor arrived with the tow in Pearl Harbor, Hawaii April 30, concluding successful operations. Following ex-Thatch operations, Salvor provided tow services to the Canadian Navy oiler HMCS Protecteur. Protecteur was rendered powerless due to a main engine space fire in February. Salvor will tow Protecteur to Esquimalt,

British Columbia and then return to Pearl Harbor in time for participation in the 2014 Rim of the Pacific exercise in June.

USNS Mendonca (T-AKR 303) returned to berth in Bremerton, Washington, April 19, marking the completion of Military Sealift Command Pacific's support to the Joint Logistics Over-the-Shore exercise 2014.

Navy **Cmdr. Louis Costa**, Military

Sealift Command Pacific Combat Logistics Officer attended the 2014 RIMPAC final planning conference in San Diego. During the conference, all logistics events and responsibilities were discussed including replenishments-at-sea, loadout of stores, and RAS capable units participating in RIMPAC. Costa also met with the Fleet Logistics Center San Diego and Fleet Logistics Center Pearl Harbor for pre-RIMPAC planning

to logistically support the large group of Navy ships departing San Diego in late June.

Commander Navy Region Southwest has approved the construction of a semi-permanent high-tension fabric structure for the Balboa Avenue Trans-shipment Site in San Diego. The structure is part of continuing facility improvements and upgrades of storage capabilities at BATS. The project is scheduled to be completed by the end of this fiscal year.

Welcome aboard to MSCPAC's newest team member, **Thaddeus Reap**. Reap joins the MSCPAC Operations department as a marine transportation specialist following a position at MSC Far East where he served as the tanker officer under the Strategic Sealift Program.

USNS Howard O. Lorenzen (T-AGM-25) travels toward the Pacific Ocean on the Columbia River. USNS Howard O. Lorenzen is a 534-foot-long missile range instrumentation ship operated by MSC to conduct missions sponsored by the U.S. Air Force. (Photo by Staff Sgt. Jason van Mourik, Oregon Military Department Public Affairs)



ATLANTIC • LINES

Twenty-four U.S. Marines from the Quantico, Virginia-based Expeditionary Warfare School toured USNS Medgar Evers (T-AKE 13) in Norfolk, Virginia., and met the crew and civil service master **Capt. Andrew Lindsey** April 3.

Two Royal Oman Air Force officers and two Egyptian Army officers from the Navy Supply Corps School in Newport, Rhode Island, visited Military Sealift Command Atlantic April 8. These military students of the International Logistics Executive Advance Development Course received an MSC 101 brief with a logistics emphasis, from MSCLANT Deputy Combat Logistic Officer **Joseph Hennessy**.

Royal Fleet Auxiliary **Commodore Robert Dorey** toured USNS GRASP (T-ARS 51) and visited MSC's Underway Replenishment Training Center in Norfolk, April 10. Dorey said both organizations "have one common aim, which is to support each other's ships at sea." Another similarity is the way in which the two care about their people, "who are invaluable to maintaining a ship's readiness." He said, "While you can purchase new equipment overnight,

you can never buy the breadth of experience provided by professional sea mariners."

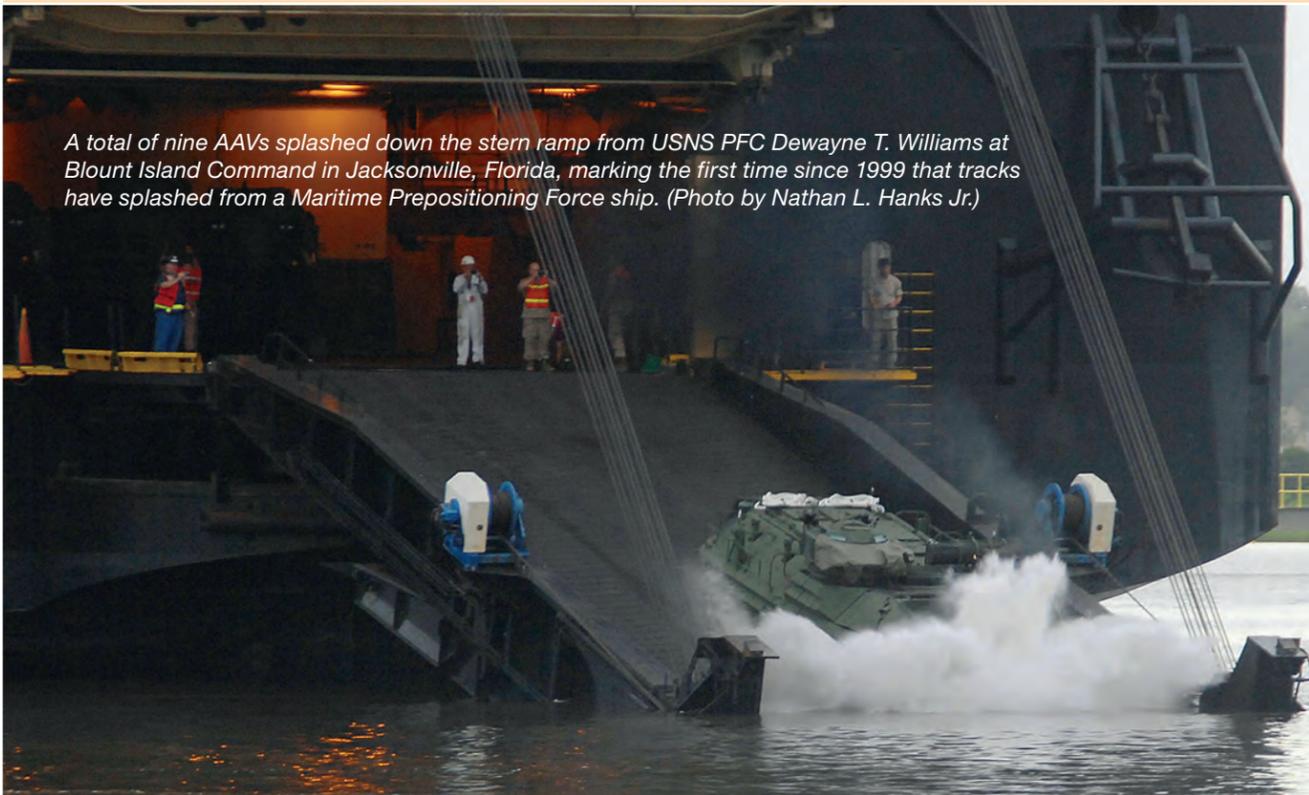
USNS Arctic (T-AO 8) returned to Naval Station Norfolk April 18 after a nine-month deployment in the European Command, Africa Command and Central Command areas of responsibility. Primarily assigned to the USS Harry S. Truman Carrier Striker Group, Arctic provided underway replenishment services to 175 ships, including 32 foreign ships, among them French aircraft carrier FS Charles de Gaulle. This was the first time de Gaulle received cargo from a non-French ship.

April 10, USNS Medgar Evers (T-AKE 13) traveled 1,579 nautical miles over a two-day period, to meet Arctic in the middle of the Atlantic Ocean. Medgar Evers' crew transferred 1,742 pallets and two CH-60 helicopters, using Arctic's new UNREP system – Heavy Electric Standard Tensioned Replenishment Alongside Method. The Heavy E-STREAM can transfer heavy loads at the same speed and lighter loads at twice the speed of the existing system.

Air Force **Maj. Gen. Rowayne A. Schatz, Jr.**, Director of Operations and Plans, U.S. Transportation Command, toured USNS William McLean (T-AKE 12) April 25. **Jack Taylor**, director Government-operated Ships and **Capt. James White**, McLean's civil service master, hosted a working lunch aboard the vessel.

USNS Kanawha (T-AO 196) returned to Naval Station Norfolk April 28 from a six-week exercise called Joint Warrior, supporting United States, Belgian, Canada, Danish, France, Germany, New Zealand, Turkish and United Kingdom Navy Combatants in the Sixth Fleet Area of Operations. Kanawha was engaged and hit several times with simulated enemy weapons, while performing 44 underway replenishments, transferring more than 4 million gallons of fuel and 79 pallets of supplies.

A total of nine AAVs splashed down the stern ramp from USNS PFC Dewayne T. Williams at Blount Island Command in Jacksonville, Florida, marking the first time since 1999 that tracks have splashed from a Maritime Prepositioning Force ship. (Photo by Nathan L. Hanks Jr.)



23 nations to participate in RIMPAC 2014

Republic of Korea navy Capt. Yong Mo Yang, defense attaché in Hawaii, waves to the Republic of Korea navy destroyer Seoae Ryu Seong-Ryong (DDG 993) as it arrives at Joint Base Pearl Harbor-Hickam to participate in the Rim of the Pacific 2014 exercise. (U.S. Navy photo by MC3 Johans Chavarro)



By Commander, U.S. Third Fleet Public Affairs

SAN DIEGO (NNS) -- Twenty-three nations, 47 ships, six submarines, more than 200 aircraft and 25,000 personnel will participate in the biennial Rim of the Pacific (RIMPAC) exercise scheduled June 26 to Aug. 1, in and around the Hawaiian Islands.

The world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2014 is the 24th exercise in the series that began in 1971.

Hosted by U.S. Pacific Fleet, RIMPAC 2014 will be led by U.S. Vice Adm. Kenneth Floyd, commander of the U.S. Third Fleet (C3F), who will serve as the Combined Task Force (CTF) Commander. Royal Australian Navy Rear Adm. Simon Cullen will serve as deputy commander of the CTF, and Japan Maritime Self Defense Force Rear Adm. Yasuki Nakahata as the vice commander. Other key leaders of the multinational force will include Rear Adm. Gilles Couturier of the Royal Canadian Navy, who will command the maritime component, Air Commodore Chris Westwood of the Royal Australian Air Force, who will command the air component, and Marine Corps Maj. Gen. Richard Simcock, who will command the land component. RIMPAC 2014 will also include a special operations component for the first time, to be led by U.S. Navy Capt. William Stevens.

Two nations, Brunei and the People's Republic of China, will participate in RIMPAC for the first time in 2014.

Also new at RIMPAC this year are two hospital ships, USNS Mercy and PLA (N) Peace Ark which will participate in the exercise.

The theme of RIMPAC 2014 is "Capable, Adaptive, Partners." The participating nations and forces will exercise a wide range of capabilities and demonstrate the inherent flexibility of maritime forces. These capabilities range from disaster relief and maritime security operations to sea control and complex warfighting. The relevant, realistic training syllabus includes amphibious operations, gunnery, missile, anti-submarine and air defense exercises as well as counter-piracy, mine clearance operations, explosive ordnance disposal and diving and salvage operations.

This year's exercise includes forces from Australia, Brunei, Canada, Chile, Colombia, France, India, Indonesia, Japan, Malaysia, Mexico, Netherlands, New Zealand, Norway, 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.

Details of RIMPAC activities and imagery are available at <http://www.cpf.navy.mil/rimpac/2014>. Media interested in covering the exercise should contact the C3F Public Affairs officer at (619) 767-4387. Contact information for the RIMPAC Combined Information Bureau will be made available prior to the beginning of the exercise.

MSC fights obesity with Healthy Heart menus

By LaShawn Sykes
MSC Atlantic Public Affairs

MSC is committed to fighting obesity and encourages a healthy lifestyle for the civil service mariners who crew nearly 50 ships. The health problems associated with fat in the diet go beyond diabetes and heart disease; fat also affects a person's joints, breathing, sleep and energy levels. The following blog highlights the command's Healthy Heart Cycle menu initiative, which is introducing shipboard menus with less fat.

Recognizing how debilitating fat can be to a civil service mariner's quality of life and to mission readiness, MSC initiated a Healthy Heart Cycle menu in June 2013. The initiative, a 35-day reduced-fat diet, contains all of the nutritional components bodies need to achieve optimal health, according to Registered Dietician Jayne Knox, one of two working with MSC.

The command's goal is to implement the Healthy Heart Cycle menu initiative on all 50 of its CIVMAR-crewed ships, with the help of a certified executive chef and a registered dietitian. Depending on the size of the crew and or size of the



Executive Chefs Randy Green and Fred Parmenter critique meals prepared by students of the Culinary Arts Academy. MSC's Healthy Heart initiative trains students to prepare flavorful food low in fat. (U.S. Navy photo by LaShawn Sykes)

ship, the healthy heart team will be aboard between four to 10 days. The two-person team (a four-person team on larger ships) will integrate with the ship's food service team and provide hands-on training that will introduce the 35-day menu. The training also includes recipes for how to cook leaner meats, prepare reduced fat and sodium side dishes, healthier desserts, an expanded salad bar, and most importantly how to create colorful menus.

A diet rich in color is one filled with fruits and vegetables, said Knox. "Orange-red colored foods, carrots and sweet potatoes, are high in beta-carotene, a good source of vitamin A. Blue and black colored-fruit, blueberries and blackberries, are filled with antioxidants that help ward off cancer. Green leafy vegetables, like kale and spinach, are packed with vitamins, minerals and essential nutrients that provide health benefits to all parts of the human body."

A significant component of the Healthy Heart Cycle menu initiative is to offer healthier options that reduce harmful saturated fats and incorporates more unsaturated fats. Saturated fats come from animal sources like red meats, poultry and dairy – all of which can increase our risk of diabetes and heart disease. "Research shows that unsaturated fats, the omega 3-fatty acids, found in certain types of fish like salmon and sardines, appears to decrease the risk of coronary artery disease and lowers blood pressure."

The development and implementation of the Healthy Heart Cycle menu is a great initiative, said Knox. "Providing healthier food choices for our civilian mariners will have a positive impact on their quality of life – now and well into their retirement years. Being healthier will help to increase morale and work production, which enhances mission readiness – a win-win for MSC and our CIVMARS."

To-date, the Healthy Heart Cycle menu plan has been executed on 22 ships, starting with USNS John Lenthall (T-AO 189) last July. The remaining 28 ships are tentatively scheduled for implementation by late fall of 2014.