

SEALIFT

Our U.S. Navy's Military Sealift Command

Operation Deep Freeze



McMurdo resupply mission marks 60 years

INSIDE the Winter 2015 Issue — Ship naming honors David I Lyon • What MLP brings to the table

Chesty Puller's fighting spirit

USNS Lewis B. Puller (MLP 3) successfully completes launch and float-off Nov. 6, 2014, at the General Dynamics National Steel and Shipbuilding Co. (NASSCO) shipyard. (Photo courtesy of NASSCO)



The following is excerpted from Rear Adm. T.K. Shannon's speech Feb. 7 during christening ceremonies for USNS Lewis B. Puller.

The velocity of instability is increasing in our world. The world is becoming more complex, uncertain, and turbulent. Navy forces are more important than ever in building global security, projecting power, deterring foes, and rapidly responding to crisis that affect our national security. To do that we have to be forward, engaged, and ready.

My friend, Vice Adm. Tom Rowden, commander of our Naval Surface Forces, who is here with us today, shoulders the responsibility of ensuring our complex combatant and amphibious ships are manned, trained, and equipped for high-end warfare. And Vice Adm. Rowen would tell you that we have driven many of those ships very hard over the last decade. This comes at a cost to the resiliency of our people, sustainability of our equipment, and service lives of our ships.

This ship, Lewis B. Puller, will help our navy tackle the growing workload for decades to come. She will participate in the away game, she will engage with our friends and allies, and from her decks she will employ Soldiers, Sailors, Airmen, and Marines ready for action. She cannot replace a cruiser, a destroyer, or an amphibious warfare ship, but she can support vital missions, enabling our warships to be re-tasked for our Navy's more demanding operational missions.

Indeed, General Dunford emphasized in his 2015 Guidance to our Marine Corps the need to augment amphibious warships by adapting other vessels, like this one, for sea based littoral operations.

From her decks can we operate helicopters towing sleds to clear mines? You bet!

From her decks can we successfully conduct an operation against pirates like the Captain Phillips scenario? You bet!

From her decks can we deploy marines or special Ops teams to reinforce a U.S. embassy in danger? You bet!

And if we get after this important work from her decks with only one-tenth of the fighting spirit, courage, and ability of the man Lewis B. Puller, our country will be in pretty damn good shape.

There will always be instability in our world, budget uncertainty, politics, and an evolving strategy. But today, make no mistake, we must coach the team we have. We are fortunate to have Lewis B. Puller join our starting lineup.

Our ship's first master, Captain Jonathan Olmsted, is no stranger to command at sea. In 19 years of service to Military Sealift Command he has commanded 14 of our ships. Thank you captain and our Chief Engineer David Every and our mariners for stepping up to the plate for our nation.

I also must mention the captain's parents, Beverley and Charlie. Thank you for raising such a fine son who has dedicated his working life to serving our nation.

Mrs. Martha Puller-Downs, thank you. You honor us today with your father's spirit and we invite you to remain an active part of our ship's life for many years to come. You are always welcome on board!

May God bless this ship and all who sail in her.

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

Energy at MSC: Conservation starts with creativity

The following blog was written by Rear Adm. T.K. Shannon, commander, Military Sealift Command. He highlights MSC's drive toward energy efficiency and identifies new tools for our mariners to use to achieve the highest levels of energy efficiency possible.

I love my job. Every day I get to work with people who are forward thinkers and innovators and, above all, people who know how to get the job done. Because of our people, we are transforming the way we use energy.

Big Navy has challenged us with aggressive goals in our 2016 Great Green Fleet, energy efficient acquisition, and technology investments to reduce fuel consumption afloat.

Here's how the average operating budget of one of our Combat Logistics Force ships breaks out.

As you can see, fuel is the biggest cost for many of our ships. That means it's the area where we have the most opportunity to reduce costs without sacrificing

capability or readiness. Nobody plays a bigger role in getting this done than our mariners.

To assist, we have an energy conservation team that works with our Engineering Directorate. Many of you have already engaged this team, and we are off to a great start. We have 24 initiatives, either completed or underway, that will save from \$32k to \$525k per ship per year per initiative, mostly using new equipment and technology. But we all know that new equipment and technology alone is not enough. It will take operational and cultural change, good training, clear goals and accurate metrics to achieve the savings we really need. We must integrate all these things into the way we do business, every day.

At home, we don't run the A/C and a space heater at the same time – we set a temperature that balances comfort and cost. We pull the shades down on a hot day, and we turn off the lights when we leave the room. We need to think about our offices and ships the same way.

We've deployed some excellent power plant optimization and alignment tools that provide feedback on the most economic speeds and plant alignments to use during transit. We also developed and deployed tools to our schedulers to help them optimize routes and minimize the miles our ships need to steam to complete their missions.

We regularly publish informative articles in the Engineering Maintenance Management Branch Bulletin in our MSC Document Library (catch the latest installment on Chill Water System Temperature Reset!).

Our energy team is off to a great start, and MSC is leading the way! But we can always do more. If you've got ideas, I'd like to hear them. True energy efficiency will start with your ingenuity and creativity!

Energy conservation is a TEAM sport! We all need to do our part to be good stewards of our nation's resources so we can help lead the way for our Navy brothers and sisters around the globe.

Thanks for your service.

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USNS Mercy completes training exercise

By MCC Christopher E. Tucker
USNS Mercy Public Affairs

PACIFIC OCEAN (NNS) -- Hospital ship USNS Mercy (T-AH 19) completed MERCEX (Mercy Exercise) 02-15, Jan. 12.

The quarterly exercise is designed to train and integrate approximately 250 Sailors into the full-time crew of approximately 65 Navy personnel and 20 merchant mariners.

Capt. Thomas Giudice, the ship's civil service master, said these exercises are critical to keeping Mercy ready to deploy on short notice.

"At any moment I could get a message tasking us to get underway for a mission," said Giudice. "From the moment I get that message, I have five days to get the ship away from the pier and out to sea, fully operational. To make our training the most beneficial, it's important we do this exercise underway."

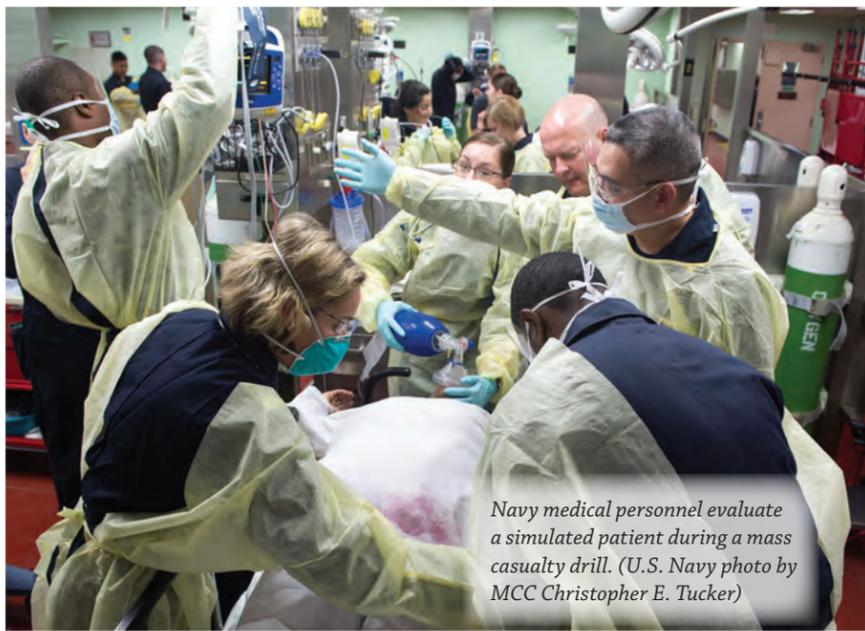
During the weeklong MERCEX, the crew tested shipboard equipment and practiced medical drills in order to make sure their Sailors and merchant mariners were ready to operate the ship and the

Medical Treatment Facility should the order come to deploy.

"This MERCEX provides us an opportunity to do our jobs within the stresses of an operational environment at sea," said Navy Capt. Melanie Merrick, commanding officer of the MTF aboard Mercy. "We are constantly refining our mission critical training plan, and this exercise allows us to see what we do well when we come together and where we still need to focus more of our efforts to be fully proficient in all of our skill sets."

Mercy is one of two hospital ships owned and operated by Military Sealift Command that stand ready to provide emergency, on-site care for U.S. combatant forces deployed in operational environments. The hospital ship's secondary mission is to provide full hospital services to support disaster relief and

USNS Mercy (T-AH 19) departs San Diego Jan. 6 for Mercy Exercise 02-15. The quarterly exercise trains and integrates medical and other core Navy personnel. (U.S. Navy photo by MCSN Chelsea Troy Milburn)



Navy medical personnel evaluate a simulated patient during a mass casualty drill. (U.S. Navy photo by MCC Christopher E. Tucker)

humanitarian operations worldwide.

With 12 operating rooms and a 1,000-bed capacity for patient care, Mercy and its sister ship USNS Comfort (T-AH 20) are a unique blend of civil service mariners (CIVMARs) and active duty Navy personnel. The CIVMARs are responsible for navigating and maintaining the ship's engineering plant, what on a traditional Navy ship would be deck, navigation and engineering department's responsibility. For logistics and supply, the CIVMARs and Sailors divide the workload of making sure they have food, medical supplies, and the complete inventory of items and services a ship and MTF need to operate at sea.

Sailors run almost everything else - the medical treatment facility, flight operations, administration and personnel, communications and operations. However, until the ship is tasked with a mission or exercise, only a minimal contingent of Sailors and merchant mariners remain aboard to handle the ship's daily requirements.

The ship essentially has three crews - a full-time crew of 20 CIVMARs and 65 Sailors to keep the ship maintained and ready to get underway. A critical core crew brings an additional five CIVMARs and 250 Sailors. The critical core crew's job is to ensure the ship is ready to conduct the full range of operations from an equipment and supply standpoint. The full crew is comprised of 65 merchant marines and approximately 1,100 Sailors, most of which are Navy medical personnel. This

full complement allows the ship to deploy worldwide and bring the military treatment facility up to full operational status.

During this MERCEX, the ship integrated and trained its critical core crew, made up of Navy hospital corpsmen, aviation boatswain's mates, ship's servicemen, logistic specialists, machinist's mates and doctors and nurses with various medical specialties.

"If you compare this to a typical Navy ship, MERCEX is like getting 250 new check-ins in one day, and we have to make sure they have everything they need to be successful," said Command Senior Chief Dedrick Walker, the command senior chief of the military treatment facility aboard Mercy. "They have to quickly integrate into the crew, learn the ship and the MTF. It's challenging, but it's a unique opportunity to execute an important mission."

Many of Mercy's critical crew come from Naval Medical Center San Diego, and for most of them this was their first time underway.

"MERCEX has been a great opportunity to get our critical crew on board to let them see how to operate at sea," said Hospital Corpsman 2nd Class Charleslan Idos. "It's much different when you have to do your job when the ship is rocking back and forth. If you haven't done it before, it takes some getting used to, especially in a medical environment."

Upon completion of MERCEX, the ship entered into a regularly scheduled maintenance period.

Montford Point demonstrates core capabilities

By Capt. Henry Stevens
Strategic and Theater Sealift Program Manager
Program Executive Office, Ships

The following article was originally posted Jan. 29 on the U.S. Navy's official blog at navylive.dodlive.mil.

Over months of at-sea testing, USNS Montford Point (MLP 1), the first ship of our Navy's class of Mobile Landing Platform (MLP) demonstrated exceptional capabilities and inherent flexibility during her participation in a series of Post-Delivery Tests and Trials (PDT&T) events. These events, held in the Pacific Northwest and Southern California, successfully evaluated and demonstrated the performance of the ship and her systems. We applaud the ship and her crew.

PDT&T began on Montford Point in April 2014, following installation of her Core Capabilities Set (CCS) and in advance of achievement of the ship class' Initial Operating Capability (IOC), which we look forward to declaring in April 2015.

The images below highlight many of PDT&T events in which Montford Point participated, including the Initial Operational Test and Evaluation (IOT&E) end-to-end event, designed to determine the operational effectiveness and suitability of the program. Directly following completion of the end-to-end event, and without pulling into port, Montford Point showcased her capabilities during the Fleet's Pacific Horizon 2015, a week-long scenario-driven humanitarian assistance and disaster relief exercise.

Throughout the course of these tests and exercises, Montford Point demonstrated many of her capabilities by interfacing with prepositioning ships and the Improved Navy Lighterage System (INLS) to offload equipment and supplies for transshipment to shore by Landing Craft Air Cushion (LCAC). These capabilities are the cornerstone of our Navy's seabasing strategy, further enabling large-scale logistics movements from sea to shore forces and prepositioned Marine Corps equipment from the Sea Base to the shore, significantly reducing dependency on foreign ports.

A Landing Craft Air Cushion is launched from USNS Montford Point (MLP 1) during Pacific Horizon 2015. (U.S. Navy photos)



MLP 1 completes mooring operations with USNS Millinocket (JHSV 3)



Preparations are made to raise Montford Point's vehicle transfer ramp to USNS Bob Hope (T-AKR 300).



All hands on deck for

Heading south for the winter: Icebreaking 101

By Petty Officer 1st Class
George Degener

This blog, originally posted at coastguard.dodlive.mil, is part of a series following Coast Guard Cutter Polar Star on its journey to Antarctica in support of Operation Deep Freeze 2015.

A long straight light blue line of crushed ice and water extends from Cape Evans, Antarctica, interrupting the vast field of white stretched across the frozen waters of McMurdo Sound near Ross Island. Normally, the only spots of color are exposed patches of brilliant blue ice and the occasional penguin or seal.

At the end of the blue line is the red

hulled Coast Guard Cutter Polar Star, the nation's only operational heavy icebreaker. The ship carved a 20-mile track extending from the open waters of McMurdo Sound to a turning basin near Winter Quarters Bay. At the end of the pathway in the 3 to 7 foot thick ice is the National Science Foundation's McMurdo Station.

Simple physics explains the process of icebreaking: two objects cannot occupy the same space at the same time. The 150-person crew of Polar Star uses that principle to open the channel for cargo and fuel ships to deliver vital supplies to the scientists and support personnel at McMurdo Station as part of Operation Deep Freeze. Operation Deep Freeze provides military logistical

support as part of the NSF-managed U.S. Antarctic Program.

"The officers of the Deck and Conning Officers are expected to make a straight channel from the ice edge to the turning basin," said Capt. Matthew Walker, commanding officer of Polar Star.

"Then, they widen the channel to at least three ship widths, and finally, their job is to make the remaining ice small enough that if the wind doesn't blow it all out to sea, the supply ships can still safely transit through the area."

The officers and senior enlisted crewmembers who run the bridge on the ship must understand the important role of weather and ice conditions. During the journey across the Southern Ocean and Ross Sea prior to arriving in their operating area for Operation Deep Freeze, the ship's crew dodged strong Antarctic storms and encountered ice fields further from shore than experienced in previous years.

"This year there was quite a bit of pack ice, which is sea ice that formed over the winter, broke off and drifted offshore," said Cmdr. Kenneth Boda, executive officer of Polar Star. "When we were coming south we had to transit through about 200 to 300 miles of pack ice, almost all the way across the Ross Sea."

The ship receives a combination of satellite and radar imagery from the U.S. National Ice Center. Data transmissions

include areas of ice concentration and thickness, and allow ship handlers to determine the safest route to McMurdo Station.

Once the initial channel is cut, the Polar Star crew will attempt to expand the channel by cutting a series of angles towards open water. If favorable, southerly winds will then carry the wedge-shaped pieces of ice out to sea. Scarfing, or driving a close parallel track to the initial cut, also widens the channel. When the channel is wide enough, the crew will continue grooming by breaking the ice into slush that other vessels can safely navigate through.

When transiting through the ice, intense vibrations and noise permeate through the 399-foot cutter. Gas turbine engines, similar to those found in jets, provide power. This forces the bow of the icebreaker to ride onto the fast ice. The weight of the ship will then break the ice, which heads back along the hull and passes through the screws, creating a din that can give operational clues to the experienced ear.

"Listening to and feeling the ice can really tell you what's going on outside," said Boda. "If you're bouncing around, you know you're breaking new stuff, and if you're sliding around, you know you're breaking through old stuff."

The cutter's crew continues to break through the ice allowing supply and fuel ships to arrive safely at McMurdo Station. The crew's efforts allow scientific work to continue, providing support for scientific discoveries that benefit the entire planet.



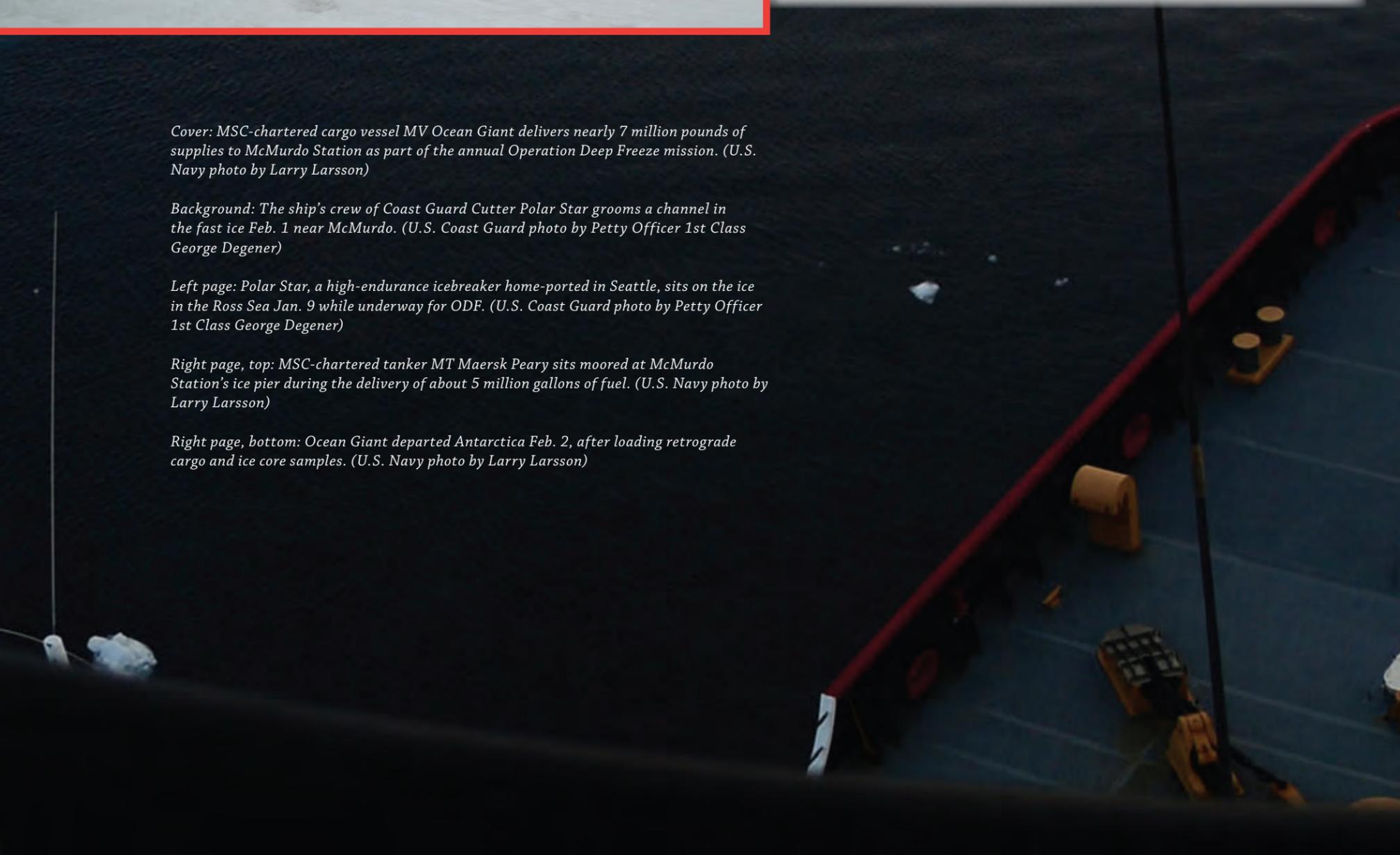
Cover: MSC-chartered cargo vessel MV Ocean Giant delivers nearly 7 million pounds of supplies to McMurdo Station as part of the annual Operation Deep Freeze mission. (U.S. Navy photo by Larry Larsson)

Background: The ship's crew of Coast Guard Cutter Polar Star grooms a channel in the fast ice Feb. 1 near McMurdo. (U.S. Coast Guard photo by Petty Officer 1st Class George Degener)

Left page: Polar Star, a high-endurance icebreaker home-ported in Seattle, sits on the ice in the Ross Sea Jan. 9 while underway for ODF. (U.S. Coast Guard photo by Petty Officer 1st Class George Degener)

Right page, top: MSC-chartered tanker MT Maersk Peary sits moored at McMurdo Station's ice pier during the delivery of about 5 million gallons of fuel. (U.S. Navy photo by Larry Larsson)

Right page, bottom: Ocean Giant departed Antarctica Feb. 2, after loading retrograde cargo and ice core samples. (U.S. Navy photo by Larry Larsson)



Antarctic journey



Delivering fuel, supplies

The following story by Sarah Burford, Military Sealift Command Pacific public affairs, was originally posted to MSC's blog at mscsealift.dodlive.mil, and highlights MSC's role in Operation Deep Freeze (ODF) 2015. The resupply mission provides logistical support to the U.S. Antarctic Program via DOD assets. An MSC cargo ship and tanker have participated in ODF since McMurdo Station's establishment 60 years ago in 1955, providing supplies and fuel to scientists operating from the remote base.

Military Sealift Command-chartered cargo ship MV Ocean Giant arrived Jan. 26 at the McMurdo Station, Antarctica, ice pier for the start of the 2015 Operation Deep Freeze mission, and began off-loading its pallets and containerized cargo. Chartered tanker MT Maersk Peary (T-AOT 5246) arrived at McMurdo in early February.

Members of Navy Cargo Handling Battalion One, worked around-the-clock to off-load the nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts – 80 percent of the materials needed by the personnel at McMurdo Station.

Following its offload, Ocean Giant took on ice core samples that will be stored on the ship in sub-zero freezer containers and delivered to the United States for scientific study. In addition, retrograde cargo was loaded onto the ship for transportation off the continent, including trash and recyclable materials for disposal, and equipment no longer required on the station.

Ocean Giant also back-loaded last year's retrograde cargo at McMurdo's newly built ice pier, one-third longer and wider than years past. Damage to last season's pier forced the cargo vessel to depart before retrograde could be loaded.

Ocean Giant's journey began in Port Hueneme, California, Dec. 30, where its cargo was loaded. The ship stopped briefly in New Zealand before making the transit to McMurdo Sound, and departed Antarctica Feb. 2. It is expected to return to Port Hueneme in early March.

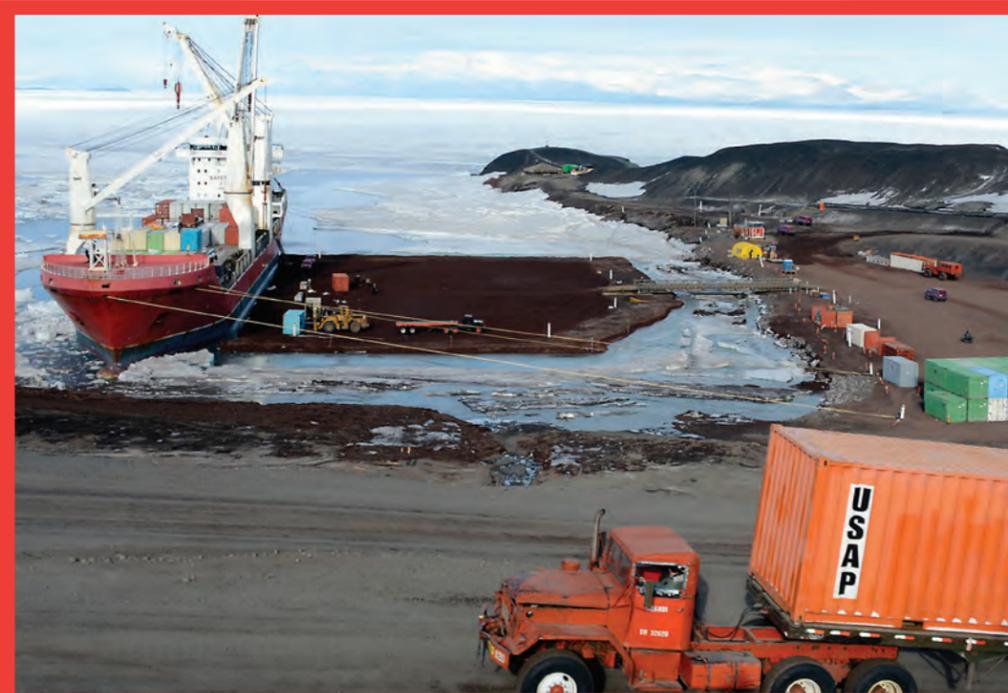
"The ODF 2015 mission has really been a great success," said Larry Larsson, MSC's ODF coordinator in Antarctica. "This is largely due to the professionalism and commitment to the mission that everyone involved has had. From the crews of the ships to Navy Cargo Handling Battalion One, the New Zealand Defense forces and the U.S. Air Force, this year's mission was truly a professional, joint, international mission."

Battling foul weather

Maersk Peary encountered a storm with 25- to 35-foot seas in the eastern waters of Australia, an area known for storms. The ship diverted to a safe zone until the storm passed and then transited south when, within four days, the ship ran into another storm. While Peary slowed and let the storm pass, the winds and warmer weather generated by the storm moved the icepack providing open leads to quickly transit to McMurdo Station.

Maersk Peary arrived Feb. 5, and delivered 4.5 million gallons of diesel fuel and 500,000 gallons of jet fuel – 100 percent of the fuel needed for the year. The tanker wrapped up operations Feb. 9.

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation, lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army and Coast Guard as well as DOD civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand, and McMurdo Station, Antarctica.



Chief Mate James Regan directs line handlers as a rigid-hull inflatable boat is lowered into the water from USNS Spearhead (JHSV 1). (U.S. Navy photo by MC2 Kenan O'Connor)



HQ • HIGHLIGHTS

NORFOLK, Va. (NNS) -- Military Sealift Command received approval Oct. 30 to officially begin geographically consolidating at Naval Station Norfolk, a single headquarters that since 2012 has been physically split between the Washington Navy Yard, D.C., and NS Norfolk.

The consolidation is scheduled to be complete in the next several years.

Consolidating MSC headquarters staff in Norfolk will help streamline processes, maximize customer service within the Navy, and cut costs associated with maintaining two geographic headquarter locations. Additionally, it collocates MSC with the other U.S. Fleet Forces Command subordinate commands also located in Norfolk.

Overall, the consolidation may affect up to 455 federal civilian employee positions, 30 active-duty officer positions and 22 active-duty enlisted positions. MSC anticipates a small cadre of personnel may remain in the Washington, D.C. area for those positions with responsibilities that are best accomplished in the National Capital Region.

The total cost of the consolidation, to include infrastructure renovations and personnel relocation costs, is estimated at \$31 million over the next five years.

EUROPE/AFRICA • NEWS

Military Sealift Command Europe and Africa continued its high-tempo drumbeat in the U.S. 6th Fleet area of operations from October to February.

MSCEURAF's rotating Mediterranean Sea duty oiler – USNS Leroy Grumman (T-AO 195) from October to December, and USNS Kanawha (T-AO 196) December to February – provided fuel, cargo and food stores to U.S. Navy and NATO ships in the Mediterranean Sea via more than 200 underway replenishments during the five-month period. Each duty oiler is the chief form of sustainment for platforms operating in this area; responsible for keeping them forward-deployed and ready for tasking.

U.S. 6th Fleet command ship USS Mount Whitney (LCC 20) got underway in the Black Sea in October, with significant port stops in Burgas, Bulgaria; Constanta, Romania; and Batumi, Georgia. In early January, Mount Whitney began a six-month repair shipyard period for service life extension work in Rijeka, Croatia.

In early January USNS Spearhead (JHSV 1) deployed to theater for its second year of participation in Africa Partnership Station operations and exercises off the west coast of Africa. While on deployment, Spearhead is scheduled to visit and interact with more than 20 nations and sail more

than 15,000 miles, highlighting U.S. Naval Forces Europe-Africa/U.S. 6th Fleet's commitment and emphasis to partnerships and operating forward in West Africa.

Sealift operations continued throughout this time period, as MSC-contracted ships moved cargo throughout the Mediterranean Sea and east Atlantic Ocean for several dozen different tasks. The largest offload took place out of La Spezia, Italy, an operation during which three MSC-contracted cargo ships, BBC Houston, MV Transatlantic and MV Ocean Charger moved a total of 670 TEUs of cargo. Other noteworthy activity during this time period included MSC-contract cargo ship MV Maersk Peary's on load of cargo destined for the annual replenishment of Thule Air Force Base in Greenland.

The command welcomes its newest additions, Navy Lt. **Ben Fasseel**, combat logistics force scheduler; **Scarlett Abrell**, MSCEURAF's Ship Support Unit port engineer; **Ruby Pollock**, MSCEURAF's Ship Support Unit financial analyst; **Elizabeth Zirkle**, MSCEURAF administrative support assistant; Navy Lt. **Jeff Schoff**, assistant fleet scheduler; and Navy Lt. **Chuck Leonard**, operations assistant.

MSCEURAF wishes fair winds and following seas to **Patricia Battin**, office of counsel.

CENTRAL • CURRENTS

USNS Rainier (T-AOE 7) resupplies USS Gridley (DDG-101) in the Arabian Gulf. (U.S. Navy photo by MC3 Bryan Jackson)



Military Sealift Command Central and Commander Task Force 53 started the year with gusto, completing 70 underway replenishment evolutions with U.S. Navy and coalition warships. Delivering "on time, on target, and on demand" is again the driving focus for logistics operations, and the new year is already presenting new challenges and opportunities.

While numerous ships deserve praise, MSCCENT and CTF-53 especially thank the Combat Logistics Force ships serving in the region for their superb accomplishments. In total, six CLF ships serviced 27 U.S. and coalition customers with numerous at sea events. Together, they transferred nearly 2,800 pallets

of cargo and 8.5 million gallons of fuel. In addition, three chartered ships – MV E. Pioneer, MV Alpine Eternity, and MV Classy Victory – expediently transferred nearly 76 million gallons of fuel to bases within the U.S. 5th Fleet area of responsibility. Bravo Zulu to those crews for their great support and selfless efforts.

MSCCENT and CTF-53 also bid farewell and following seas to Navy Lt. **Daniel Hatting**, Petty Officers **Frank Cetrano**, **Abram Herringshaw**, **Ferdinand Malit**, and **Somchita Phommavongsa**. We are also pleased to welcome Navy Lts. **Nikita Baker** and **Moses Feliz**, and Petty Officer **Jason Montemayor**.

PACIFIC • BRIEFS

Military Sealift Command Pacific hosted a Blue and Green Symposium Dec. 11 in San Diego. The symposium, attended by 75 representatives from Marine Corps Units from the San Diego area as well as Commander U.S. 3rd Fleet, Beach Group Unit 1, the masters of USNS Millinocket (JHSV 3) and USNS Montford Point (MLP 1), and the MSCPAC Operations department. The symposium provided an opportunity to discuss sea-basing and the future of the JHSV and MLP platforms.

USNS John Glenn (MLP 2) continued its underway testing phase in December. While in the Pacific Northwest, the ship underwent ballast exchange and underway testing. On Jan. 20, the ship continued with underway testing in the Pacific Northwest. The ship will continue to test and exercise its capabilities leading up to becoming fully operational later in 2015.

Navy **Cmdr. Louis Costa**, Military Sealift Command Pacific Combat Logistics Officer, conducted a CLO pre-deployment brief to the supply department leadership of USS Essex



USNS Henry J. Kaiser (T-AO 187) transits San Diego Harbor. (U.S. Navy photo by MC3 Timothy Schumaker)

(LHD 2), USS Anchorage (LPD 23), USS Rushmore (LSD 47) and the Logistics and Operations leadership of the 15th Marine Expeditionary Unit during the Essex Amphibious Readiness Group/15th MEU pre-deployment

conference Jan. 13. Briefing topics included the worldwide CLO concept; CLF capabilities; CLO support characteristics in the Commander Task Force 33/73/53 area of operations; current CLP requisition and delivery processes

with fleet replenishment oilers. In addition, the CLO team also provided a brief CLO familiarization discussion to a class of civilian mariner Supply Utilitymen attending the Storekeeper Basic Class in San Diego.

Grasp works with Navy divers in Florida

By Third Officer Geoffrey Polinder
USNS Grasp

Down in the Straits of Florida, it's warm and sunny. Sailboats ply the harbor of Key West, and sport-fishermen seek red snapper, grouper, and Mahi-Mahi. Up north,

it's the middle of winter and parts of the United States are dealing with frigid temperatures and snow. But this isn't the case for the crew of the USNS Grasp (T-ARS 51) and the divers of Mobile Diving and Salvage Unit 2 (MDSU-2). During the month of January, the Grasp anchored in the clear waters off of Key West, Florida, and served as a platform for this year's dive training (KWOA).

One couldn't ask for a better location. Largely free of silt and debris, the waters off of Key West make for excellent dive conditions, and the 185-foot depth of the training site meant that divers could practice their craft at a variety of water pressures.



U.S. Navy photo by Deck Cadet Tor Jochimessen

Grasp is an ideal platform for training. Nicknamed by some "The Navy's Swiss Army Knife," she is equipped with a 50-ton boom, an Appleton crane, and two Morgan cranes. Commanded by Capt. Tim Kelly, the ship's civil service master, Grasp is used to deep sea salvage and recently conducted a successful F-16 salvage operation in the Gulf of Mexico. She followed that operation with the recovery of a practice torpedo, in 5,700 feet of water, off the coast of the Bahamas.

Working underwater is risky business. Under the watchful supervision of experienced master divers, two teams of Sailors from MDSU-2, based out of Joint Expeditionary Base Little Creek-Fort Story, Virginia, conducted dive training. MDSU-2 sailors practiced diving evolutions, which are made up of many procedures. During one of these evolutions, a Morgan crane lowers two divers over the side in a steel stage, while a standby diver waits topside, ready to go to work in case of emergency. MDSU-2 Sailors on Grasp monitor dive gas pressure, communications, and water temperature, keeping a watchful eye on their men in the water. A hospital corpsman stands by to check for signs of decompression sickness when the men surface. Depending on the depth of the dive, the divers may be required to go in a containerized decompression chamber upon surfacing, to allow the nitrogen in their bloodstreams to bleed out, allowing them to return to normal atmospheric pressure.

Navy divers are trained underwater salvage experts, and have worked on such projects as downed helicopter salvage operations and the recovery of the turret from the USS Monitor. They work in a variety of water temperatures and depths, and must be completely comfortable in the inhospitable environment of the deep sea. Mobile Diving and Salvage Unit 1 operates on the West Coast, while its counterpart, MDSU-2, works on the East Coast.

ATLANTIC • LINES

In December, two joint high-speed vessels made headlines. USNS Spearhead (JHSV 1) deployed to U.S. 6th Fleet, where it is supporting Africa Partnership Station, an international initiative developed by the U.S. Naval Forces Europe-Africa aimed at partnership-building and improving maritime safety and security efforts off the coast of West Africa and in the Gulf of Guinea.

USNS Choctaw County (JHSV 2) participated in a proof-of-concept trial, directed at building a 10-bed medical hospital inside the heart of the ship's 20,000-square-foot mission bay. This trial was part of a collaborative effort between the Navy Expeditionary Logistics Support Group, Navy Cargo Handling Battalion 1, and the Navy Expeditionary Medical Support Group, supporting an initiative to have Expeditionary Medical Units on vessels that can rapidly deploy on a range of missions from transporting portable hospitals to humanitarian assistance-disaster relief efforts.

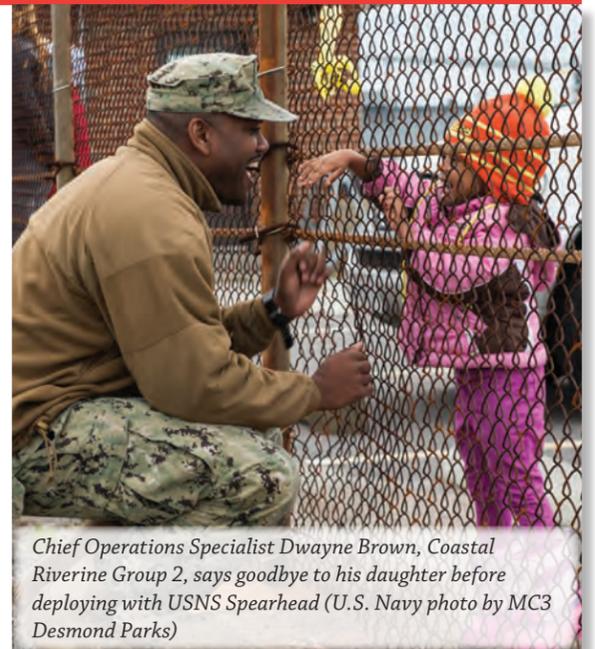
Also in December, USNS Pathfinder (T-AGS 60) began survey operations in U.S. 4th Fleet as part of a three-month deployment.

In January, Commander Task Force 83 continued its high-level performance by deploying two fleet replenishment oilers, USNS John Lenthall (T-AO 189) and USNS Laramie (T-AO 203), to the U.S. 5th Fleet and U.S. 6th Fleet, where these ships will provide underway replenishment of fuel, fleet cargo, stores and other critical supplies that will enable the fleets to remain at sea, on station and combat ready.

USNS Grasp (T-ARS 51) served as key platform for this year's dive training exercise in Key West, Florida, that included mixed-gas diving, surface supplied diving, diving the MK 16 rebreather, chamber operations and emergency procedure drills.

USNS William McLean (T-AKE 12) supported SEAL Team 10, Special Boat Team 20, and the Army's 160th Special Operation Aviation Regiment during SEAL Team 10's Final Battle Problem, January 12-23. McLean's highlights included supporting day and night helicopter deck landing qualifications for the pilots and aircrew, and acting as a target for Special Boat Team 20 during visit, board, search and seizure operations.

For the 2015 Composite Training Unit Exercise, USNS Artic (T-AOE 8), USNS Grapple (T-ARS 53) and USNS Robert E. Peary (T-AKE 5) provided all aspects of operational logistics, Vessel Boarding Search and Seizure and Opposing Forces support to the USS Theodore Roosevelt Carrier Strike Group. Together, Artic and Peary safely performed more than 40 underway replenishments with 12 combatant ships, transferring 850 pallets of crucial supplies and more than 8.5 million gallons of fuel.



Chief Operations Specialist Dwayne Brown, Coastal Riverine Group 2, says goodbye to his daughter before deploying with USNS Spearhead (U.S. Navy photo by MC3 Desmond Parks)

Spearhead departs Joint Expeditionary Base Little Creek-Fort Story, Virginia. (U.S. Navy photo by MC3 Desmond Parks)



Tom D'Agostino, director of ship operations at Joint Base Charleston in South Carolina, coordinated the APS-3 (Army Prepositions Stock) upload of 1,285 pieces cargo, equaling 257,358 square feet, onto USNS Watson (T-AKR 310), December 3-23. Marine Transportation Specialist Mary Ann Liberto played a key role in coordinating all the husbanding, logistical and security arrangements.

The command advanced Annie Ortiz to Quartermaster 1st Class, and celebrated the retirement of Marine Transportation Specialists Jack Davis and Mary Quill.

CTF 83 and Military Sealift Command Atlantic welcome Diving Officer Bryan Hudson and Quartermaster 1st Class Kerenski Vickers. The command bids farewell to Director of Force Protection Donald Price and Assistant Scheduling Officer Navy Lt. Adam Schuman.

Ship named in honor of Air Force captain



U.S. Navy photo

By Staff Sgt. Torri Ingalsbe

Secretary of the Air Force Public Affairs Command Information

WASHINGTON (AFNS) -- Secretary of the Air Force Deborah Lee James and Secretary of the Navy Ray Mabus conducted the official naming ceremony of Motor Vessel CAPT David I Lyon Jan. 14, at the Pentagon.

Capt. David Lyon, a logistics officer from Peterson Air Force Base, Colorado, was killed in action in Afghanistan Dec. 27, 2013. Air Force and Navy officials honored Lyon by naming the newest pre-positioning vessel after him.

"To honor Dave's legacy, and to honor his calling as an Air Force logistician, I can think of no more fitting tribute than to name this motor vessel the (Capt.) David I Lyon," James said.

Secretary of the Navy Ray Mabus explained the tradition of naming a ship and the significance of it, as the vessel binds the country to the military and acts as a living representative of American values.

"One of the main conventions that has existed throughout history is naming ships for heroes," Mabus said. "For decades to come, the name and the story – the legacy of David Lyon will be told all over the world."

He further explained each ship in the Navy has a sponsor, which is usually a woman, whose spirit is instilled in that ship. The sponsor for the Capt. David I. Lyon is his wife, Capt. Dana Lyon.

"As a logistics officer, he never quite got the chance to serve as a supply officer, and now he has a supply ship," Lyon said. "Dave was a workhorse – this is a work ship. He continues to take the fight to the enemy. It gives me strength every day knowing that he is continuing to serve and protect and take care of us. We can rest at night because Dave's still protecting us."

The ship's mission began last fall in the Republic of Korea, where it is currently anchored until Jan. 17. From there, the ship will sail for Japan and other Far East ports of call for Air Force ammunition retrograde operations, James said.

"The 'Capt. Lyon' and her crew will no doubt face daunting challenges of their own," she said. "But they'll face these challenges together, inspired by the life and memory of their ship's namesake."



Above: Secretary of the Navy Ray Mabus presents a plaque to Capt. Dana Lyon during the naming ceremony held in the Pentagon Jan. 14. (U.S. Navy photo by MC2 Armando Gonzales)

Below, Lyon speaks Jan. 14 during the naming ceremony of MV Capt. David I. Lyon (U.S. Air Force photo by Scott M. Ash)



Ceremony memorializes David I. Lyon

By Wayne Perry, MSC Public Affairs

In remembrance of the death of Air Force Capt. David Lyon, a brief ceremony was held in Jinjae, Republic of Korea, Dec. 27 alongside his namesake ship, MV CAPT David I Lyon.

It was one year ago on that date that Captain Lyon was killed while conducting combat operations near Kabul, Afghanistan. A vehicle-borne improvised explosive device was detonated near his convoy, killing him and 10 others, to include NATO and Afghan forces.

A member of the 21st Logistics Readiness Squadron at Peterson Air Force Base, Colorado, Lyon was serving a year-long deployment to Afghanistan at the time of his death and performing a combat advisory mission with Afghan National Army Commandos, working with Combined Joint Special Operations Task Force-Afghanistan.

The namesake vessel for Captain Lyon, a strategic sealift class Air Force Container ship, provides responsive and agile combat support by prepositioning munitions afloat within theaters of operation in support of multiple combatant commander war-fighting and operational plan requirements.

With the dedication of the ship in August 2014, David I. Lyon continues the Navy's long-standing tradition of naming ships for national heroes. Lyon is the fifth Airman to receive this honor.

Capt. Greg Sutton, David I. Lyon's civilian master, conducted the ceremony, which was attended by the ship's crew, the Republic of Korea Base Commander, Jinhae; the staff of MSC Korea, Daejin Shipping Company Limited, the ship's agent; representatives from Eastern Shipping Company, Hi-Machine, and Beacon Marine Services.

Sutton reflected on Captain Lyon's life and spoke about his wife Dana, as well as the entire Lyon family. He followed by reciting a few poems to help those gathered remember Lyon, asked all to observe a moment of silence,