

TRANSLOG



Summer 2004



The History Channel captures operations at Beaumont, Texas

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Maj. Gen. Ann E. Dunwoody
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Distribution Command

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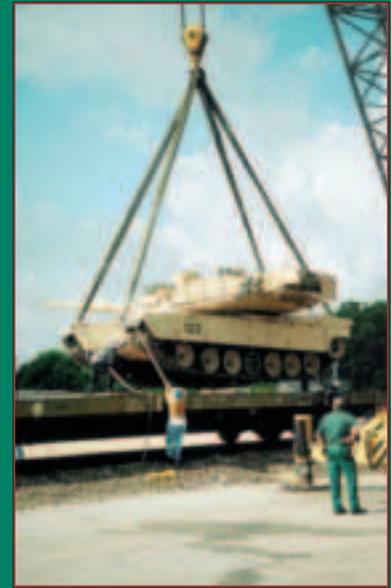
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On the cover

842nd Transportation Battalion transporters assist while a gantry crane lifts an M-1 Abrams tank belonging to the 4th Infantry Division on to a heavy-duty rail car at Beaumont, Texas.

(Photo by John Randt)

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Capt. Julia Bell (left) and Sgt. 1st Class Shelita Johnson prepare to post a packing list and Radio Frequency



Identification tag on to a Tricon container. Johnson holds the tag that has been updated at the alert holding area before the container is

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*convoys to the port.
(Photo by Terri Kojima)*

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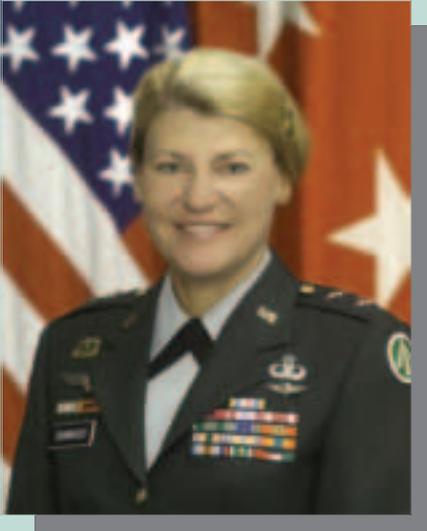
Sgt. Maj. Robert Williamson unfurls the new colors of SDDC Southwest Asia.

(Photot by Maj. Richard Wasserman)

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Commanding General bids SDDC a fond farewell



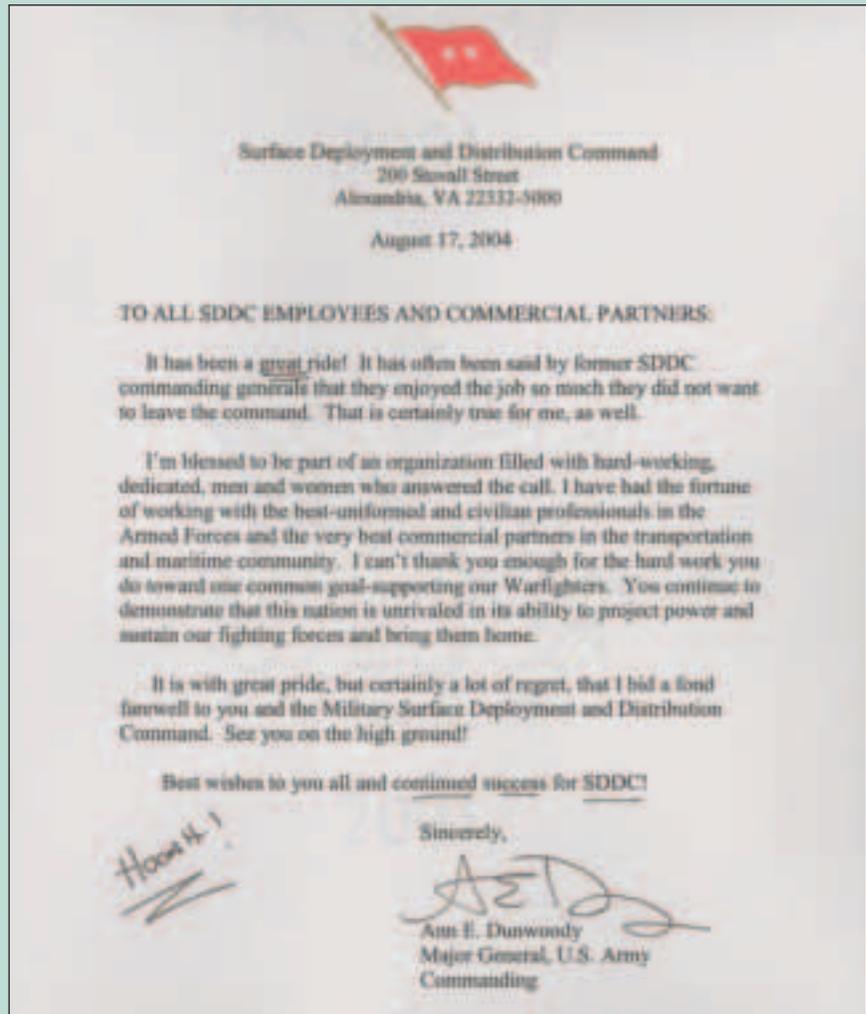
**Maj. Gen. Ann E. Dunwoody
Commander, SDDC**

In the almost two years I served in the command, I have seen so much, met so many magnificent SDDC Soldiers, civilians, foreign national and Korean Army augmentees—that I shake my head in awe.

What a magnificent contribution all of you have made to SDDC.

We have achieved success everywhere—and often against great challenges. Think of our world for the past two years and all our operations ... the ongoing conflicts in Operation Enduring Freedom and Operation Iraqi Freedom ... peacekeeping missions in the Balkans and Haiti ... transformation issues and our plans to consolidate our headquarters at Fort Eustis, Va. ... regularly scheduled training missions around-the-world ... the sustainment of America's military worldwide.

I have to thank the military's top leadership for helping us achieve our goals. They have always been there for us—in tough times and good times. In particular, I want to thank Gen. John Handy, Commander, U.S. Transportation Command, Gen. Peter Schoomaker, Army Chief of Staff, and



Gen. Richard Cody, recently appointed Army Vice Chief of Staff, for their advice, guidance and support.

But, of course, it took the entire team—all of you—to make this happen. We could not have done it without all of you.

All our work is so truly global. All of our operations have such magnitude. I would like to discuss a few of the biggest ones ...

First, of course, the enormous contribution we have made to OEF and OIF. We have achieved unbelievable records and challenges of every type. The command has moved more cargo for the American military than at any time in the past half-century.

Consider the metrics. Working at 26 ports and 13 power projection platforms, SDDC moved 70,000 containers and 50-million-square feet of cargo—enough to fill 1,036 football fields—in the period from Dec. 1, 2002 and July 15, 2004.

In all in this period, our ports conducted 527 vessel operations.

Deploying or redeploying, we moved eight of the Army's 10 divisions, several National Guard separate brigades and the Marines.

We deployed from multiple ports to a single port: Ash Shuaiba, Kuwait. This was not an easy task. Originally billed as a "three-ship port," we achieved more berth space by moving a

cement ship and dredging an additional berth.

It has all been an incredible feat.

Our work in deployability and distribution operations has dovetailed nicely into our OEF and OIF operations.

It is a critical link for the movement of surface cargoes in support of the U.S.

Transportation Command's new mission to serve as the Department of Defense's Distribution

Process Owner. We are working it hard. When you have multiple carriers—multiple ports—it is a challenge.

We have not achieved the success alone. We have relied—to an incredible degree—on the U.S. Army Reserves and the commercial transportation industry.

The SDDC Reserve components are a force multiplier. In the surge environment we face in today's military environment, Reservists have accomplished every mission and task—both here at home, and overseas in Southwest Asia.

Future SDDC units will be multiple compositions—these units will have Army Reservists directly aligned with the command's Soldiers and civilians.

Equally important are our industry partners. They are the ones who do the



Maj. Gen. Dunwoody addresses SDDC HQ Alexandria employees at the town hall meeting held in June.

heavy lifting—particularly our rail, truck, port and ocean carrier partners. They have solved problem-after-problem, challenge-after-challenge.

In our personal property moves, we are about to start a new chapter in our support of services members. Beginning in October 2005, we will have a more business-like approach in the way we move 500,000 shipments for service members annually. The "Families First" program will include a number of improvements including full-replacement value for lost or damaged goods, best-value moves from our carriers and Web-based feedback from our customers. At last, we are on the path of a solution that has eluded us so long.

Finally, SDDC is poised to move to a consolidated headquarters. Like the

Army, we in SDDC are in transformation. We all need to work as one team at one location. The center of gravity of SDDC is our Operations Center at Fort Eustis. Once approved, we stand ready to move out smoothly to make it a reality.

It will signal a new dynamic in the work of SDDC.

SDDC has a fine commander coming in. Brig. Gen. Charles Fletcher Jr., currently

the Army's Assistant G-4 (Logistics), will take command in a formal change of command ceremony Aug. 24 at Fort Myer, Va. Experienced, seasoned and with a flair for his work, General Fletcher will do great things for SDDC in the very challenging operational and organizational atmosphere we are now working in.

I wish him every success. From my new assignment, I will be watching his success—and the success of all of you—with great pride and wonderment.

Looking back the past two years, without question this has been the best assignment of my Army career. I will miss this assignment. I will miss all of you.

We're one team—we're an incredible team!!!

I bid you all a fond farewell. 🇺🇸



SDDC commanders—current and future: Maj. Gen. Ann Dunwoody, SDDC commander, sits with SDDC's new leader: Brig. Gen. Charles Fletcher Jr., at the Commanders' Conference in Williamsburg, Va.

SDDC completes record global movements

By John Randt, Director, Command Affairs, SDDC HQ Alexandria
& Patti Bielling, Public Affairs Specialist, SDDC Operations Center

In coming weeks, the Military Surface Deployment and Distribution Command will complete the largest equipment movements in its 30-year history.

Over 330 vessel actions have been conducted by SDDC that have shifted Soldiers and Marines in Operation Enduring Freedom and Operation Iraqi Freedom. These are the biggest shipments the Department of Defense has had since World War II.

“We have moved the equipment from eight of nine Army divisions in support of these operations,” said Brig. Gen. Mark Scheid, Deputy Commanding General/Director of Operations.

Moving that equipment by surface rather than by air results in significant cost savings to the taxpayer, Scheid pointed out.

“We ship as much cargo as possible by surface,” he said. “It costs about 10 times less than shipping by air, so through deliberate planning and synchronizing, we can get it to the right place at the right time and do it much cheaper.”

Much of the cargos going to Operation Iraqi Freedom went to the port of Ash Shuaiba, Kuwait. The installation handled a record four Large, Medium-Speed, Roll-on/Roll-Off vessels and one Fast Sealift Ship on March 2.

“The Kuwaiti’s work with us extremely well on adjusting pier space for us,” said Scheid. “This is just one example of the support they provide.”

The scope of the operation amazes the Soldiers and civilians who synchronized it.

Dave Waers is a lead traffic management specialist at the SDDC Operations Center.

Waers and his team manage deployment operations in the European and Central Command areas of responsibility.

He credits interservice cooperation as being the key to successful operations.

“Within the Army, too, there was total involvement,” he added. “The active-duty, Reserve and National Guard, civil service and contract employees all worked together to accomplish the mission.”

Such cooperation also was vital at the ports, said Lt. Col. Arthur Hedgepeth, commander, 1192nd Transportation Terminal Brigade, New Orleans.

Since the 1192nd mobilized in January 2003, its members have

conducted operations at 15 U.S. ports, working more than 180 vessel loads and moving 22 million square feet of cargo.

Hedgepeth said he is proud of his Soldiers’ commitment to duty.

“At the end of a year, 110 of 115 Soldiers in the unit volunteered to stay on active duty for another year,” said Hedgepeth. “At the end of that year, we had almost 80 Soldiers who volunteered to stay on an extra six months.”

The statistics of the equipment moved are impressive. Since December 2002, SDDC moved nearly 59,000 containers of sustainment in support of operations Enduring Freedom and Iraqi Freedom.

Laid end-to-end, the containers would stretch from Washington, D.C., to New York.

While continuing to sustain Soldiers, SDDC supported transitioning units.

Typically, SDDC brought the equipment of a replacement unit to Kuwait for movement to Iraq. After a short transition period, the equipment of the redeploying military unit would reverse the process.

Commercial ships were essential in the moves, said Scheid, as well as other carriers.

Through June 15, CSX Transportation, Inc., of Jacksonville, Fla., has moved 7,180 flatcars of equipment for SDDC this year, said Jon Meyer, senior account manager.

The railroad moved a comparable figure of flatcars in the same period in 2003, said Meyer.

Another industry contributor was American Roll On/Roll Off Carrier LLC, of Montvale, N.J.

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A Bradley fighting vehicle, driven by Pfc. Kenneth Wauters, 1-37th Armor, 1st Armored Division moves to the rear ramp of the USNS Gordon in July at Ash Shuaiba, Kuwait.

SDDC Southwest Asia forms to *run* theater moves

By Cdr. Randall Ramian, Public Affairs Officer
SDDC Southwest Asia

The scorching desert sun has touched the new colors and the newly arrived Soldiers and civilians of SDDC Southwest Asia.

The unfurling of the command's flag by Sgt. Maj. Robert Williamson, senior non-commissioned officer, in a formal ceremony July 1 in Ash Shuaiba, Kuwait, signaled the startup of SDDC's newest unit.

SDDC Southwest Asia is responsible for all surface deployment and distribution in Operation Enduring Freedom and Operation Iraqi Freedom.

The new unit assumed the Southwest Asia responsibilities of the 598th Transportation Group, Rotterdam, the Netherlands. The latter group—using a huge task force of active-duty Soldiers and Army Reservists—has been responsible for deployment and distribution surface movements in the region for the past two years. In all, the task force conducted some 527-vessel operations and moved 50-million-square feet of cargo—the equivalent of 1,036 football fields.

Formal activation of SDDC Southwest Asia began with the singing

of the National Anthem by Capt. John Jenkins. The American flag was posted by soldiers from the 1174th Transportation Terminal Battalion, Fort Totten, N.Y.

“The new unit designation, SDDC Southwest Asia, reflects the fact that our work in this area of operations is conducted by a variety of active duty and Army Reserve soldiers and units,” said Col. Tom

Harvey, on temporary duty from his assignment as commander, 599th Transportation Group, Wheeler Army Air Field, Hawaii.

“It's also a joint and combined team with Navy and Air Force service members Department of the Army civilians, civilian contractors, and host nation stevedore support,” said Harvey.

The majority of the core headquarters group is composed of a contingent of 40 Soldiers and civilians, along with military augmentees, from the 599th.

SDDC Southwest Asia also includes subordinate units and personnel across the U.S. Central Command area of responsibility including Iraq, Kuwait, Bahrain, Qatar, United Arab Emirates and Afghanistan.

“The new unit designation is appropriate,” said Harvey, given that the real work of surface deployment and distribution in Southwest Asia will not be accomplished by the 599th



Col. Tom Harvey, commander, addresses the members of SDDC Southwest Asia during transfer of responsibility ceremony.

(Photo by Cdr. Randall Ramina)

Transportation Group, but rather the larger team of assigned SDDC units and individual augmentees.”

The transfer of the core of a SDDC headquarters is an unprecedented action in the command's almost four-decades-old history. This is the first wartime deployment of the 599th since it was formed in 1991. The group's normal mission is command and control of SDDC ports in Okinawa, Japan; Yokohama, Japan; and Pusan, South Korea.

Following the ceremony, Harvey addressed the member and partners of SDDC Southwest Asia.

“Some day we'll track down all of the terrorists behind the 9-11 attack on the United States, and make them pay,” said Harvey. “But, revenge won't be why we're doing our job today.

“We're doing our part because we know that America is a good country—a country worth defending. Those who would seek to destroy it only make us see more clearly how precious it is.”

Harvey concluded the ceremony with a passage from “Henry V” by William Shakespeare: “We few, we happy few, we band of brothers.”



SDDC Southwest Asia color guard includes; Sgt. Julio Calderon (left), Staff Sgt. Kevin Todd, Sgt. Jabree Sadberry and Sgt. Timothy Bellinger.
(Photo by Maj. Richard Wasserman)

SDDC moves longest-serving units in Iraq to home stations

Story and photo by Cdr. Randall Ramian, Public Affairs Officer
SDDC Southwest Asia

Aboard a flotilla of ships, the longest-serving Army units in Iraq are coming home.

The equipment of the 1st Armored Division and the 2nd Armored Cavalry Regiments were shipped aboard nine Military Sealift Command ships in July and early August.

Originally scheduled to return home in April, the units were abruptly extended 90 days in Iraq to help pacify an outbreak of violence.

The harbor is busy at Ash Shuaiba, Kuwait, as thousands of combat vehicles of every size and purpose are staged in long lines for loading.

They do not wait long.

Ship-after-ship comes in and SDDC Southwest Asia deployment and distribution managers study stowing plans and direct the seemingly endless flow of equipment ... M-1 tanks, M-2 Bradley fighting vehicles, Trucks, HMMWVs move forward in a slow and patient line.

The stately gray-bottom hulls of the Military Sealift Command are ready ... familiar names made more so by their numerous trips with Operation Iraqi Freedom cargoes: USNS Carlton, USNS Antares, USNS Cape Island, USNS Gibson, USNS Gordon, USNS Brittin, USNS Denebola, USNS Pomeroy, and USNS Benavidez ...

They will speed over 7,100 pieces of equipment of the 1AD's to home stations in Germany and the 2nd ACR's home station in Fort Polk, La.

The highlight of the operation was July 28 when seven vessels were enroute to Europe and the United States returning equipment.

"This is the first big surge for SDDC's newest organization and I am proud of our Soldiers who are working 24/7 in temperatures over 120 F. degrees," said Col. Tom Harvey, commander, SDDC Southwest Asia.

"This is the essence of deployment and distribution operations."

Homeward-bound Soldiers greatly assisted the SDDC movements.

During nighttime loading on the USNS Gordon, Sgt. Michael Hunter reflected on the SDDC operation.

"We will be here driving equipment until it is done and

Headed home: A Bradley fighting vehicle is driven up the stern ramp of the USNS Gordon at the port of Ash Shuaiba, Kuwait.

then, finally, we're heading home," said Hunter, of 1AD.

Originally the units were to leave in April. Faced with unrest, Secretary of Defense Donald Rumsfeld extended the unit's tours on April 15. In all, 20,000 Soldiers were affected—about a quarter of the troops were attached National Guard and Army Reserve personnel. The Soldiers reacted quickly to the order. Some Soldiers impacted by the order had already been moved back to Kuwait. Some advance party 1AD Soldiers were already in Germany.

The positive communications from the 1AD command group made the extension easier, said Maj. Joyce Oakley, a division liaison officer at the port.

"The command group did an excellent job communicating to the division," said Oakley. "They were very open and honest about the extension. The troops did want to go home, but we knew we had another mission.

"In fact, a lot of our equipment had already been brought to the port. The SDDC team was very helpful in turning us around and getting us back into the fight."

Oakley said 1AD troops excelled at their work.

"They cleared out many weapons in Karbala with the assistance of a Polish brigade and Ukrainian Soldiers," said Oakley. The division also traveled down to An-najaf, southwest of Baghdad, one of the holiest Shia Muslim sites in the world."

Now, said Oakley, the Soldiers were ready for home and SDDC was part of the solution.

"We very much appreciate the support we have received in getting our equipment and Soldiers home." 🌐



SMALL units play BIG role in SDDC operations

By Maj. Wilmer Moore, SDDC Operations Center

The Soldiers wear the Surface Deployment and Distribution Command's distinctive green patch but they are often overlooked in the official briefings and news stories.

They are deployed Army Reservists—working in both the United States and in Southwest Asia—who support the command's deployment and distribution missions every day.

Many of these small units, often with assigned Soldier strength of 20 or less Soldiers, ensure SDDC's major transportation actions take place.

In recent months, the 598th Transportation Group (Forward) at Ash Shuaiba, Kuwait, has worked over 130 vessels and moved 113,000 pieces of cargo.

One of the many representative small Army Reserve units making this possible is the 388th Transportation Detachment (Movement Control), of Decatur, Ga. Since its deployment in June 2003, the unit has played an invaluable role in SDDC operations.

The unit's mission is to work with the Integrated Computerized Deployment System section known as ICODES—the automated system that assist stow planning of vessels.

"We annotate where the equipment is placed on a vessel, this information is entered in the Integrated Computerized Deployment System to generate a final stow plan," said Staff Sgt. Tanya Bryant, commander.

"Knowing what equipment and where it is located aboard each vessel helps the logistician prioritize and better serve the combatant commander in the field."

Among the specialty items produced by the unit are deck drawings that give merchant mariners a clear

Far from home—Soldiers of the 388th Transportation Detachment (Movement Control) support SDDC operations at Ash Shuaiba, Kuwait.



view where each piece of cargo is located.

The high water mark for the unit's operations was probably March 2 when history was made. At the port of Ash Shuaiba, SDDC worked five ships simultaneously—four Large, Medium-Speed, Roll-on/Roll-off vessels and one Fast Sealift ship.

It was a benchmark record setter for SDDC and the Navy's Military Sealift Command. Never have so many of the giant ships been at any port in the world at one time. At planning conferences prior to Operation Iraqi Freedom II shipments, planners felt the port was capable of only handling two vessels at a time.

With the skills and talent of the Soldiers in the unit, Bryant said it is a "Dream Team."

"It is the best-of-the-best cargo documenters," said Bryant, of her Soldiers from Florida, Georgia and Tennessee.

Other small Army and Army Reserve detachments working for the 598th include: 468th Contract Supervision Detachment, of Fort Meade, Md.; 509th Contract Supervision Detachment, of Panama

City, Fla.; and the 91st Cargo Documentation Detachment, Fort Eustis, Va.; that make the entire operation possible.

"These small units are the quiet, unsung heroes of this war," said Col. Robert Askey, chief, plans, readiness and mobilization. "I am absolutely proud of them.

"They come from big towns and small all across the country.

"In the case of the 388th, you have a unit with a critical mission commanded by a staff sergeant. They are doing a tremendous job."

SDDC currently has 1,900 Reservists deployed in support of the War on Terror.

The Soldiers of the 388th include: Staff Sgt. Tanya Bryant, commander, of Stone Mountain, Ga.; Staff Sgt. Jason Brewer, of Gallatin, Tenn.; Sgt. Deborah Skinner, of Norcross, Ga.; Sgt. Stephen Harper, of Orange City, Fla.; Sgt. Jacqueline Boyle, of Tallahassee, Fla.; Sgt. Jorge Castillo, of Atlanta; Sgt. Jacqueline Garcia, of Cape Coral, Fla.; and Spc. Matthew Davis, of Power Springs, Ga.

The 388th Soldiers returned home to their families June 11. 

SDDC swaps HQ's group to meet overseas movements tempo

By Guy Cabral
599th Transportation Group

In a move unprecedented in its 30-year history, a Hawaiian command of the Surface Deployment and Distribution Command will temporarily take over the duties of cargo movements half a world away—in Southwest Asia.

The 599th Transportation Group, located at Wheeler Army Air Field, Hawaii, will take charge of freight movements for Operation Enduring Freedom and Operation Iraqi Freedom for the next six months.

Approximately 40 military and civilian staff members will deploy in mid-June, according to Col. Tom Harvey, commander. The team will be backed up with additional Army and Navy Reservists.

The group's work will be concentrated at the Kuwaiti port of Ash Shuaiba, Kuwait.

"We will form the core of the newly designated Surface Deployment Distribution Command, Southwest Asia, a unit primarily engaged in managing port and ocean terminal opera-

tions in support of Operation Iraqi Freedom and Enduring Freedom," said Harvey.

With the Department of Defense engaged in the biggest cargo movements in half a century, the move is designed to give a break to soldiers and civilians of the 598th Transportation Group, Rotterdam, the Netherlands, currently responsible for the Southwest Asia moves.

This is the first wartime deployment of the 599th Transportation Group since it was formed in 1991. The group's normal mission is command and control of SDDC ports in Okinawa, Japan; Yokohama, Japan; and Pusan, South Korea.

"As the high tempo of troop and cargo movement in Kuwait continues, the 599th will have the opportunity to enhance their port operations skills by moving large quantities of military cargo in Kuwait, Iraq and Afghanistan," said Harvey.

During Operation Iraqi Freedom II, SDDC directed the movement of over 330-vessel operations to-and-from Southwest Asia.

In the next rotation cycle, SDDC will move replacement units into the area beginning in September as part of Operation Iraqi Freedom III. 

Soldiers with the 599th Transportation Group move a Blackhawk helicopter during a recent training exercise.



SDDC group command

Story and photo by John Randt, Director, SDDC HQ Alexandria

Appropriately, the two officers are seated next to each other. It is logical; the senior representatives of SDDC's 598th and 599th Transportation Groups sit adjacent in unit numerical order July 16 at the SDDC Commanders, Conference, Williamsburg, Va.

Their group numbers are in sequence. But this is a new time. It is post 9/11 and Operation Enduring Freedom and Operation Iraqi Freedom have resulted in the largest military movements in a half-century.

Col. Gary Stanley, of the 598th, and Lt. Col. Reggie Hall, of the 599th, represent one of the most unprecedented actions in SDDC's history: Personnel from the 599th are forming the core leadership of the command's new SDDC Southwest Asia leadership. The Hawaiian staffers will serve for six months beginning July 1 before 598th personnel again take charge.

While the 598th is collocated with a working unit, the 838th Transportation Battalion, in Rotterdam, the Netherlands, the 599th, of Wheeler Army Air Field, Hawaii, is strictly a headquarters unit.

The 599th commander, Col. Tom Harvey, is currently leading SDDC Southwest Asia.





Col. Gary Stanley conducts a meeting with his officers at the SDDC Commanders' Conference on July 18, in Williamsburg, Va.

civilians, are trained and prepared to go forward. We worked with the 25th Infantry Division deployment to both Afghanistan and Iraq, so this is really a continuation of our support to Operation Iraqi Freedom and Operation Enduring Freedom.”

Hall said the loadout of 25th Infantry Division brigade combat teams a few months apart in early 2004 provided 599th staffers with key transportation training.

“We enhanced our skills,” said Hall.

Another advantage of the loadouts of the infantry task forces was a close working relationship with two Army Reserve deployment support brigades—the 1394th Deployment Support Brigade, of Camp Pendleton, Calif., and the 1190th Deployment Support Brigade, of Baton Rouge, La.

“We achieved great cross training and integration with our reserve counterparts,” said Hall. “Little did we know we’d be working side-by-side with them again in Southwest Asia. It’s like a mini-family reunion in the area of operations, many of the same Soldiers from these units are working in Southwest Asia.”

The Hawaii-based transporters face an additional challenge: Management of containers in the theater.

“The command has assembled a Tiger Team to craft SDDC’s initial container management concept of operations and I’m excited about the opportunity to chart a course for success in this critical area,” said Hall.

Lt. Col. Bob Petrillo, at SDDC Headquarters Alexandria will lead the team composed of personnel from the SDDC Headquarters, Operations Center and groups and battalions.”

Hall is ready to go. He has waited a long time for the opportunity. After 19 years in the Air Force, this is his first overseas contingency deployment.

The 598th commander, Stanley, a veteran of numerous Balkan peacekeeping missions, takes it all in calmly. Having just taken

command, Stanley has only had time for an initial assessment of his new command.

How are the people who managed Operation Iraqi Freedom for the past two years?

“Tired,” said Stanley, of his people who worked 527 vessel operations between December 2002 and this July. In that period, 598th staffers moved the equivalent of 1,036 football fields of military equipment.

While evaluating his people and retraining, Stanley already has his eyes on the horizon.

“The focus has been down range,” said Stanley. “There is a whole lot of world out there.”

Stanley inherits numerous additional challenges before the command’s return to South West Asia on Jan. 1:

- Relocations to more secure locations are in order for both his command and the 839th Transportation Battalion, Livorno, Italy.

- A big segment of the permanently staffed Army in Europe will come home to be replaced by “units of action” on short-overseas duty tours.

- The military focus in Europe is moving south and east and the 598th will be involved in working in much smaller ports, with austere facilities, in more distant locations.

“The future is going to be a lot different,” said Stanley. “We need a whole different mind set because Large, Medium-Speed, Roll-on/Roll-off ships and Fast Sealift ships are too big to get in available harbors.

“Our focus is on intertheater now and we have to look at intratheater.”

A future scenario, suggested Stanley, could involve surface cargo support to a distant African country. In such a situation, cargo might go to Livorno and then be transhipped on a much smaller coastal vessel.

“Teams led by captains and majors, and a few NCOs, are going to make it happen,” said Stanley.

In the meantime, in the six-month interval before the European group goes back, Stanley says he will rest his people, retrain and greet new replacements.

Then, at the beginning of calendar year 2005, Stanley will take his refurbished team forward again. They will be SDDC’s point element again—back in Kuwait. 

ps observe shift

Command Affairs

“Things are going extremely well,” said Hall, a U.S. Air Force officer who previously served as the group’s operations officer. “The transfer of authority between the groups was executed without a hitch.

“We sent an advance team in early to coordinate with their 598th and Reserve Component counterparts to do some left-seat/right-seat orientation so that we would be fully operational and ready to support the mission on July 1.

“So far, all aspects of the operation are running smoothly,” said Hall. This is the most seamless hand-off between two units I’ve seen in my career.”

As SDDC moves towards establishing a permanent group in Southwest Asia, the 599th took a long-term view on information management support, said Hall. While the 598th used information support from its Rotterdam headquarters, the 599th team will get its information management support from SDDC Headquarters Alexandria.

Hall arrived in Kuwait on Aug. 2 to augment SDDC Southwest Asia and develop a Container Management Concept of Operations for U.S. Central Command.

“We’re ready,” said Hall, “Everyone on the team, Soldiers and Department of Army



The 1181st Transportation Terminal Battalion and the 91st Cargo Documentation Detachment stand in formation June 7 at a formal return ceremony at Fort Eustis, Va.

Back home ...

Some SDDC Reserve units return home from overseas duty

Story and photos by Patti Bielling, Public Affairs Specialist
SDDC Operations Center

Homecoming was sweet for the Soldiers in two Surface Deployment and Distribution Command transportation units who spent a year working port operations in Kuwait.

Members of the 1181st Transportation Terminal Battalion, Meridian, Miss., and the 91st Cargo Documentation Detachment, Fort Eustis, Va., were welcomed back home in a formal ceremony June 7. The Soldiers are among 1,900 Reservists

mobilized to support SDDC in Operation Enduring Freedom and Operation Iraqi Freedom.

The two units helped manage and direct the movement of more than 149,000 pieces of cargo on more than 150 vessel loads at the port of Ash Shuaiba, Kuwait, according to Sgt. 1st Class John Temple, the 91st's commander.

Among those greeting the returning Soldiers was Col. Robert Askey, chief of SDDC's Plans, Readiness and

Mobilization Directorate.

"These soldiers are the first from SDDC, active or reserve, to pull the full 365 days boots-on-the-ground in theater," said Askey.

"They traveled far from home and family to serve their country. Their role was invaluable to mission success."

Families were happy to see their returning Soldiers.

Jeannette Williams and her family drove 14 hours from Meridian, Miss., to greet her husband, Sgt. 1st Class Milford Williams.

"I was six months pregnant with Mia when he was mobilized," Jeannette Williams said. "On the night of June 3, the unit left for Kuwait and I had Mia the next morning."

One-year-old Mia Williams quickly became reacquainted with her father, who saw her for the first time when he returned home on leave in August 2003.

Also on hand to greet the Soldiers was Mabel Taylor-Temple, wife of the 91st commander.

Taylor-Temple, an Army Reservist who has served in Afghanistan, knows first-hand the importance of the Army's mission in Southwest Asia.

"I know that the Iraqi people appreciate us there, but it seems like the American people only see the bad things," she said.

"We have built schools for girls in Afghanistan, and we're feeding the people and distributing items to children in Iraq. I know in my heart that what we're doing is good, and we do it well."

As the Soldiers made the final steps to return to civilian life, an 1181st member, Maj. Wilmer Moore, summarized the unit's work in the past 18 months and 17 days.

"The 1181st was the first Reserve unit mobilized in the first Gulf War," said Moore, a Reserve officer who was assimilated into the SDDC as a public affairs officer. "The unit is known as



Sgt. 1st Class John Temple and his wife, Mabel Taylor-Temple, are reunited June 3 following duty with SDDC in Kuwait. Temple is the commander of the 91st Cargo Documentation Detachment, a Reserve unit from Fort Eustis, Va.

Military Sealift Command ships at Ash Shuaiba. The ships included four Large, Medium-Speed, Roll-on/Roll-off vessels, USNS Sisler, USNS Fisher, USNS Red Cloud, and USNS Mendonca and the Fast Sealift Ship USNS Antares.

Three of the Large, Medium-Speed, Roll-on/Roll-off vessels were discharging and a fourth was loading. This sets a record for the number of Nimitz-size ships actively working at any port at one time.

In addition, the USNS Antares was discharging cargo at the port.

The shipments were part of more than 300 vessel operations conducted by the Surface Deployment and Distribution Command between December and May. The shipments are the biggest since World War II. 

being one of the most effective within SDDC.

“Four days after 9/11 we were loading ships in Charleston, S.C., and during this time we had a pretty good feeling it wouldn’t be too long before we received the call for a longer period,” said Moore, who in civilian life is the director of housing and residence life at Meridian Community College.

The 1181st conducted SDDC’s first load out for Operation Iraqi Freedom with the 1st Marine Expeditionary Force out of San Diego in March 2002.

“This has been a long and hard deployment, but it just validated us as one of the best, if not the best, port operators in the nation.”

Both the 1181st and 91st became part of history March 2 when they moved cargo simultaneously on five

Sgt. 1st Class Milford Williams, a vessel operations noncommissioned officer, greets family members June 7 at Fort Eustis, Va., following his return from a year-long deployment to Kuwait.





Spc. Thomas Zawoysky speeds the movement of cargo at the port of Philadelphia. The transportation management coordinator is assigned to the 567th Cargo Transfer Co., 7th Transportation Group.

SDDC, 7th Transportation Group:

Fort Eustis units team up in Philadelphia equipment discharge

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

Two Fort Eustis, Va., organizations have teamed up to conduct a four-week long Operation Iraqi Freedom II equipment discharge.

Soldiers and civilians from the Military Surface Deployment and Distribution Command and the 7th Transportation Group began work May 21 at the port of Philadelphia.

The team includes 16 Soldiers from the 491st Automated Cargo Documentation Detachment, a unit of the 7th Transportation Group.

Overseeing the mission is the Army Reserve's 1192nd Transportation Terminal Brigade, of New Orleans, La.

The 956th Transportation Co., Fort Monmouth, N.J., is managing the port.

By the latter part of June, the transporters are expected to move nearly 2,000 pieces of cargo totaling more than 316,000-square feet.

The work for the Fort Eustis transporters began within hours of their arrival at the Packer Avenue Marine Terminal on the Delaware River, said 1st Lt. Adam DeVore, 491st commander.

The team worked into the night to discharge and stage 373 pieces of cargo from the Motor Vessel Cape Douglas, a Roll-on/Roll-off ship of the Navy's Military Sealift Command. The remaining 181 pieces were unloaded the next morning.

"We're looking at a really good throughput in a little under 12 hours," said Maj. Raymond Dickerson, 1192nd officer-in-charge of military operations at the port. "The Soldiers were enthusiastic and really took charge of terminal operations and onward movement."

Over the next few days, the cargo was loaded onto trucks and railcars bound for their final destinations.

The MV Cape Douglas carried more than 105,000-square feet of cargo bound for 12 installations, with one-third of the pieces designated for Fort Eustis, Va., and Fort Stewart, Ga.

Teamwork displayed on the mission is an example of the mutually beneficial relationship that exists between SDDC and the 7th Transportation Group at Fort Eustis, said Col. Robert Askey, SDDC's director of plans, readiness and mobilization.

Truck destination is indicated by Sgt. Chris Robertson, of the 491st Automated Cargo Documentation Detachment. Robertson is a transportation management coordinator and documentation team leader.



The SDDC is structured to conduct smaller peacetime operations and relies heavily on the Reserves during contingencies, said Askey.

“Now that we’re moving divisions on a regular basis and all the sustainment that goes with them,” he said, “we need more capabilities. The 7th Group fits that bill nicely, and this provides them with training opportunities they don’t normally get.”

What’s important for the 491st is that the mission “trains flexibility,” said DeVore.

“This is an opportunity to work inbound and outbound cargo simultaneously, so Soldiers will see a large volume of cargo moving in both directions,” he said. “It’s also a chance to work rail operations—which this detachment doesn’t get to do very often.”

The 7th Transportation Group often uses organic assets for stevedoring, truck driving, rail loading and crane operations, said DeVore. The operation in Philadelphia allows the 491st to work with commercial partners who are performing those and other functions.

“Training here helps prepare us to work with contracted services in a theater of operations,” said DeVore. “One encounters similar issues of timing, coordination and communication that must be resolved in order to accomplish

the mission.”

Cross-training Soldiers in all aspects of port operations will lead to more efficient port operations for SDDC in the future, he said.

“By making them capable of single port operations, units will be able to move from port-to-port to conduct a variety of missions, so (the Department of Defense) will have more options for future contingencies,” said DeVore.

This deployment comes at a busy time for the 491st.

The detachment redeployed from Kuwait in November, participated in the month-long “New Horizons” exercise in Honduras in the spring and conducted a change of command in April.

Before going to Philadelphia, the unit supported a Joint Logistics Over-the-Shore exercise at Fort Story, Va.

“We finished Joint Logistics Over-the-Shore 04 on May 19, reset on May 20, were on the road by 3 a.m., on May 21, and began operations that evening in Philadelphia—all in the span of 36 hours,” said DeVore.

The future holds even more exercises and technical training on new systems for the 491st, he said.

Soldiers in the detachment, like Sgt. Anthony Torres, seem to enjoy the high operations tempo as well as the

chance to brush up on old skills and learn new ones.

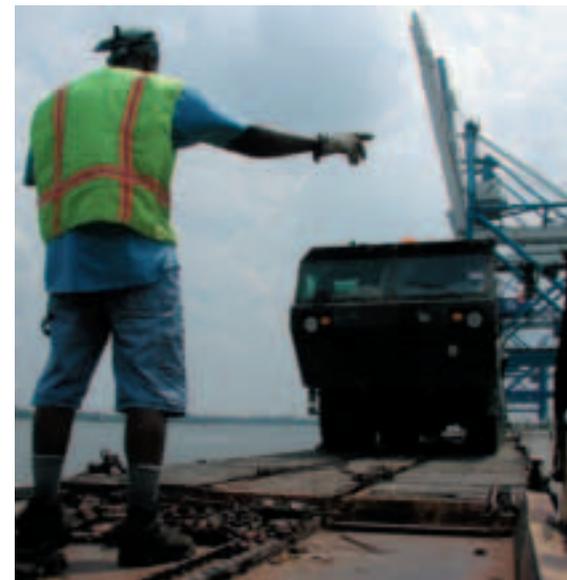
“That’s what I like about transportation,” said the transportation management coordinator. “Soldiers in other (military occupational specialties) do the same thing over and over, but we get to work with vessels, trucks, rail and airplanes. So, it’s something different all the time.”

In the past six months, 7th Group units have assisted with SDDC operations at ports in Jacksonville, Fla.; Charleston, S.C.; and Wilmington, N.C.

“It’s a mutually beneficial relationship,” Askey said. “I expect that we will continue to work closely with 7th Group in the future.” 



Spc. Quincy Malone, a transportation management coordinator with the 491st Automated Cargo Documentation Detachment, records cargo movement.



Longshoreman Ricardo Green guides a truck on a rail car. Green is among members of the International Longshoremen’s Association 1291 working for SDDC at the port of Philadelphia.



The white RFID tag is dwarfed against the side of the low-bed trailer staged at Ford Island for the 25th Infantry Division up load. Affixed to each vehicle, the tag will record movement from the port to Southwest Asia.

Growth in use of RFID tags changes SDDC surface movements

By Terri Kojima, Command Affairs Officer
599th Transportation Group

Change is coming in the way big shippers maintain visibility of their surface shipments.

The giant shopping center Wal-Mart chain wants all of its 10,000 suppliers to use Radio Frequency Identification tags by 2006.

Meanwhile, the Department of Defense is seeking standard RFID tag policy to begin implementing the technology beginning Jan. 1, 2005. An essential aspect of the new policy is to assure data interoperability among surface transportations military and commercial players.

“We should blaze the trail,” said Frank Galluzzo, director, G-5 (Distribution Analysis Center). “It will be 100 percent in the future.

“It needs one central authority.”

To speed the movement, U.S. Transportation Command has provided SDDC with \$1.8 million to start implementation. The funding will provide interrogators at 10 commercial ports to “read” the tags. The ports include: Charleston, S.C.; Philadelphia, Pa.; Oakland, Calif.; Newark, N.J.; Elizabeth, N.J.; Los Angeles (San Pedro), Calif.; Los Angeles, Calif.; Houston, Texas; Tacoma, Wash.; and Seattle, Wash.

In addition, the funding includes

\$100,000 for SDDC to incorporate 10,000 Radio Frequency tags in its operations.

A benchmark in SDDC’s use of RFID tags occurred when the 599th Transportation Group moved 25th Infantry Division units to both Operation Iraqi Freedom in December and Operation Enduring Freedom in February.

The moves were completed with 100 percent in-transit visibility by leveraging multiple systems into deployment operations, said Col. Tom Harvey, commander, 599th Transportation Group, Wheeler Army Airfield, Hawaii.

“It is all part of our command-wide goal to improve end-to-end surface deployment and distribution support,” said Harvey. “This was the first attempt to provide total in-transit and total asset visibility for all deployment equipment from the unit locations on the installation to the in-theater tactical assembly area.

“We were determined to reach out with a much more robust concept of dedicated team support to the division units. This required intensive cross training of the Group staff personnel and active-reserve component integration at the team level with SDDC’s

Reserve Component Unit Mobility Team and Deployment Support Brigade units.”

Automated systems, including Integrated Computerized Deployment System, Worldwide Port System, Intelligent Road/Rail Information Server, and Radio Frequency Identification, were leveraged and integrated in new and innovative ways, he said.

The in-transit visibility provided by the 599th exceeded the current benchmark, said Tony Jacang, chief of the division’s Deployment Training Center.

“This is the first time we’re using Radio Frequency Identification tags for an actual deployment and the first time we’re actually tagging every piece of equipment moving out,” said Jacang. “Normally on an exercise, we would tag about one-third to one-half of our equipment.”

To accomplish the task, 4,000 RFID tags were placed on deploying equipment. The effort required “extremely hard work,” said Jacang.

The 599th provided oversight and hands-on support for the effort.

“Our teams were at the unit level and in the motor pool to assist with all facets of the radio frequency identifica-

Capt. Jasmine Peterson, of the 835th Transportation Battalion, Okinawa, Japan, assists a 25th Infantry Division Soldier with “burning” a RFID tag for the unit's deploying vehicles.

tion process," said Lt. Col. James Hall, 599th director of operations.

“From the initial ‘burning’ of tags for all containers and rolling stock to helping unit movement officers electronically write the dimensions, owner, destination and other required data of all vehicles and line item contents of containers onto tags, we provided expertise every step of the way,” said the U.S. Air Force officer.

A tag, which is an approximately 2-inch-by-10-inch gray electronic box storehouse of data, was mounted onto each vehicle and container before it departed Wheeler Army Airfield. As the cargo passed checkpoints, it was “read” by fixed interrogators that provided the date, time, and location of the cargo.

“We were able to depict individual unit cargo as it progressed through the deployment process and also provide a percentage of combat capability available to the commander as the cargo closed throughout the tactical assembly area,” said Hall.

The 599th effort received a boost from Yulin Tsang, a 599th information management specialist, who developed the automated process that provided accessibility of the force closure common operating picture through the Intelligent Road/Rail Information Server, developed by SDDC’s Transportation Engineering Agency.

Tsang worked diligently for over 10 hours to manipulate data from the in-transit visibility server and developed multiple queries to extract information and generate a timely first



report once the interrogators began recording data.

Commands now using the common operating picture for enhanced in-transit visibility include: U.S. Pacific Command, 19th Theater Support Command in Korea, the 25th Infantry Division's forward command and control element in the Combined Joint Task Force 180 Joint Operations Center, and I Corps serving as the executive agent for Exercise Cobra Gold.

Tested in the loading was a concept to determine if data captured by RFID tags could be imported into the WPS business server.

“The test was a success,” said William Evans, information management team leader. “All data captured by the tags was transferred to the Worldwide Port System.

“However, data from the tags did not include corrections identified and manually inputted by the hand scanners. Emerging technology with hand held “Palm” type devices that combine Integrated Computerized Deployment System, Worldwide Port System and Radio Frequency Identification functionality will allow us to fix the prob-

lems identified in the test and allow for a quantum leap forward in terms of process efficiency and workload for both the marine cargo specialist and cargo scanning function.”

The 599th Group’s commander had high praise for the test team.

“The support of the Worldwide Port System program management folks allowed us to gain proof of concept to use Radio Frequency Identification tag data as the source for Worldwide Port System in-transit visibility updates in lieu of printing and scanning military shipping labels,” said Harvey.

“This is SDDC Transformation in action. In the future, we see complete systems integration and seamless data exchange between our in-transit visibility systems including Radio Frequency Identification Automatic Information Systems, Worldwide Port System, Integrated Computerized Deployment System, and Intelligent Road/Rail Information Server. The end result is complete in-transit visibility and total-asset visibility for both deployment and distribution operations in support of the warfighter.”

History Channel will air SDDC port, rail operations

Story and photos by John Randt, Director, Command Affairs
SDDC HQ Alexandria

As the equipment of the 4th Infantry Division just back from Operation Iraqi Freedom rolls off the deck of the USNS Bellatrix, all in America will have an opportunity to see it.

That is because the May 24 equipment discharge by the 842nd Transportation Battalion and “Team Beaumont” at the port of Beaumont, Texas, was videotaped for an upcoming presentation of the History Channel cable television network.

TV producer Rick Heeger and a crew of four Austin, Texas-based freelancers videotaped rail operations associated with the discharge of the vessel for a September show on the popular channel for the series “Tactical to Practical.” The series showcases military innovations that are transformed to civilian uses.

Heeger works for Edelman Productions, of Oakland, Calif.

“I’m a little overwhelmed by the cooperative spirit here,” said Heeger, working on his fifth Tactical to Practical television production in his



Lt. Col. Brian Sundin, 842nd commander, prepares for a television interview with History Channel producer, Rick Heeger.

18-months employment with the company.

“The support here is fantastic.”

Port of Beaumont communications director John Roby provided Heeger

and his crew VIP treatment in the port work area, and a complimentary lunch. In addition, Beaumont-Port Author TV station KBMT interviewed Heeger on his project.

“Not my normal working experience,” said Heeger, with a smile.

Fran Willis, 842nd distribution manager, provided escort for the television crew.

“This is a great change-of-pace,” said Willis. “For the last five months it has been nonstop.”

In the first 24 days of May, Team Beaumont has worked 11 different ships at the port, she said. Eleven vessels were offloaded and one was loaded with new cargo.

“We moved 2,200 pieces of equipment from May 3-10,” said Willis.

“That was our surge.”

The crew’s interviews included questions to Lt. Col. Brian Sundin,



Photographer Tom Hennig, perched on the top deck of the Cape Vincent, records a moving train of Army equipment May 24 at the port of Beaumont.



Mark Spacek videotapes a moving equipment sequence at the 842nd Transportation Battalion operations at the port in Beaumont, Texas.

Hundreds of vehicles come off the USNS Bellatrix in Beaumont, Texas, May 24 and are loaded directly on to railroad cars.

842nd commander.

“What we have is replicated at 18 strategic ports across the country,” said Sundin.

“Two-thirds of port cargo moves by rail. Here in Beaumont, we have a 50-year history working with the port of Beaumont. We are served by three railroads here: Union Pacific, Kansas City Southern, and The Burlington Northern and Santa Fe Railway Company.”

Many of the Army’s heavy armored units are in the nation’s mid-continent, he said. These units are at such installations as Fort Hood, Texas; Fort Bliss, Texas; Fort Riley, Kan.; and Fort Carson, Col.

“Bottom line,” said Sundin, “Operation Iraqi Freedom could not have happened without the railroads.

“With the sheer volume of cargo with timelines, we couldn’t have done it



without the railroads. You rely on the railroads to shuttle it and bring it to the port. As equipment comes back, you do it in a reverse fashion.”

Many specifics of rail movement were provided by John Keigley, director of unit operations, The Burlington Northern and Santa Fe Railway Company, of Fort Worth, Texas.

“We serve military installations like Fort Hood, Texas, and Fort Lewis, Washington,” said Keigley. “Typically, we get two weeks advance notice on equipment and destinations.”

New electronics have heightened train safety, said Keigley. Trackside devices can now detect such potential

emergency issues as overheated bearings or defective wheels on train cars.

Railroad operations for SDDC are typically organized by a conference call to the three or four involved railroads in a move, said Keigley.

“What does the cargo of one train represent?” asked Keigley.

“It is cargo for 240 trucks—or one train.”

* * *

(At press time, the show is scheduled to run Sept. 14 at 8 p.m. Heeger says check your television listings closely to ensure a correct airtime.)

SDDC Soldiers comment on the new Army ACU

By Diana Dawa, Command Information, SDDC HQ Alexandria & Patti Bielling, Public Affairs Specialist, SDDC Operations Center

The Army got a new uniform for its birthday. On June 14, the Army Combat Uniform was announced and displayed at the Army Birthday Celebration held at the Pentagon in Washington, D.C.

Sgt. 1st Class Jeff Myer, of Program Executive Office Soldier (pictured in the ACU illustrations below and on facing page), was one of many who provided input into the uniform design.

Myer modeled the uniform at the Pentagon. He said it was designed with the Soldier in mind from start to finish.

“The ACU went through many

prototypes,” said Myer. “It’s a culmination of months of research and development and Soldiers’ input.”

Among some of the changes Soldiers will notice are Velcro-faced shoulder pockets that allow for the wearing of unit patches, skill tabs, and recognition devices, and shoulder pockets maximized for storage when wearing the Interceptor Body Armor Outer Tactical Vest—easily accessible on the left and right shoulder.

According to PEO Soldier developers, the current design is the uniform of choice by an overwhelming majority of the Army’s leaders and Soldiers.

And from the majority of comments

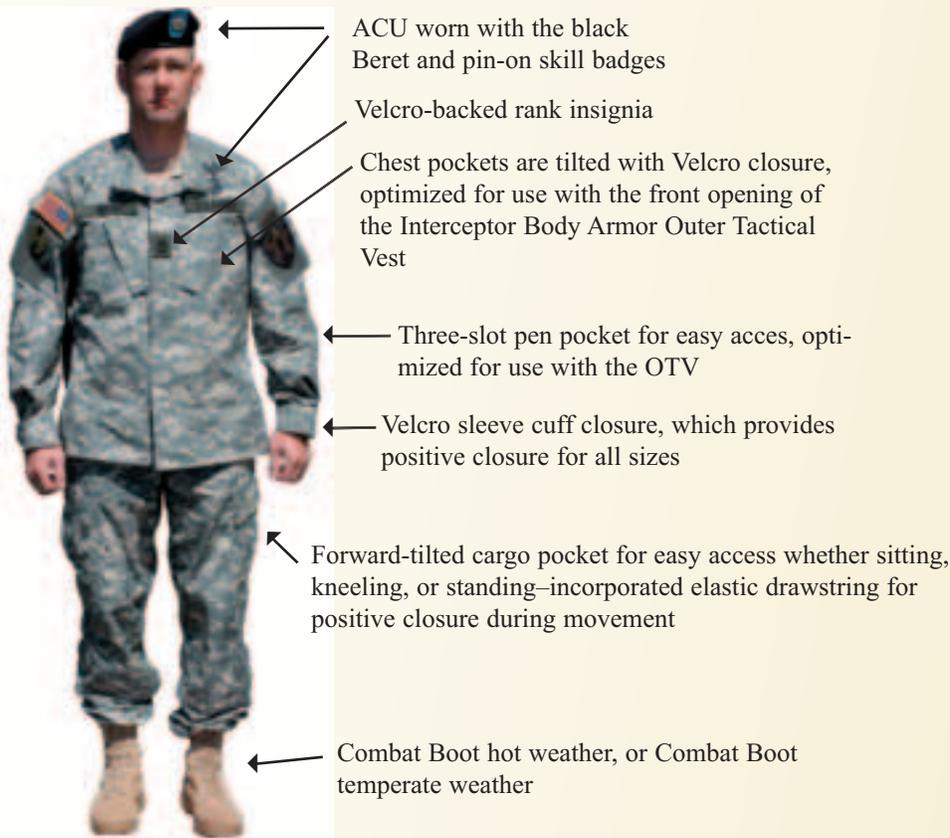
gathered from SDDC Soldiers, the PEO Soldier developers are right.

SDDC’s top enlisted soldier, Command Sgt. Maj. Tomas Hawkins said he thought the new camouflage pattern will help soldiers blend in much better with their environment.

“The new uniform is in keeping with our times,” said Hawkins, adding, “Improving with the times enhances our warfighters’ lethality.”

“It also eliminates the need for seasonal uniforms,” said Hawkins.

Distribution of the ACU will begin in April 2005, and should be distributed Army-wide no later than December 2007. 



SDDC Command Sgt. Maj. Tomas Hawkins: “The ACU eliminates the need for seasonal uniforms. I don’t really see a negative to it.”



Staff Sgt. Arturo Rodriguez, traffic manager, SDDC Tracking Cell: "The new uniform seems practical for the war fighters because it accommodates the outer tactical vest and elbow and knee pads. The previous uniform was designed 25 year ago, so it's time for a change."



Sgt. 1st Class Patrice Brown, operations noncommissioned officer, Movement Control Center, SDDC: "The design makes sense for all soldiers. It will be good to have one easy-care uniform."



Mandarin collar worn in the up position to protect the neck

Infrared feedback American Flag that provides both day and night recognition for friend or foe identification

Permanent IR feedback squares affixed to each shoulder for nighttime identification

Uniform design is maximized for use with OTV, with easy access pockets and maximized storage space

Bellowed calf storage pocket with Velcro closure on the left and right leg



Uniform worn with the Patrol Cap constructed with double thick bill and internal pocket

Moisture wicking tan T-shirt

Mandarin collar worn in the down position

Velcro-backed U.S. ARMY and last name tape

Elbow pouch with Velcro closure for internal elbow pad inserts

Zippered front closure, reinforced with Velcro, which provides a smooth surface when worn with the OTV

Knee pouch with Velcro closure for internal knee pad inserts

Leg cuff with front closure tie, which allows a more comfortable closure on the outside of the boot collar



New automation devices would enhance SDDC port operations

Story and photo by John Randt, Director, Command Affairs
SDDC HQ Alexandria

John Smith's eyes get big and his talk animated when he speaks about the potential value of new automation devices for SDDC port operations.

Smith, Deputy Chief of Staff of G-6 (Information Management), is talking about such devices as the "Trek Sat" which provides core communication situated on a HMMWV vehicle and the 43-pound Vanguard Ultra Single-Case Secure Mobile Office.

"This is what I have been searching for during the past four-and-a-half years," said Smith, the tenure of the retired Army lieutenant colonel with SDDC. He hopes to develop capital funding for purchase or leasing of the systems in fiscal year 2005.

"This will bring SDDC into the 21st century. It will help us with our distribution mission."

Smith is viewing automation tools he wants to introduce into SDDC port units at the Commanders' Conference, July 16, at

Williamsburg, Va.

With a satellite dish mounted on top, the Trek Sat looms heavy in Smith's future automation vision.

Moving mobile port operations centers and deployment port operations centers around the world are expensive, said Smith. SDDC has two of the former and five of the later.

With the Trek Sat mounted on a HMMWV, said Smith, there is an inexpensive and agile solution for port communications in fast-breaking contingency situations. Within his concept thinking, the existing centers would only be used for overseas missions.

Smith would like to lease three or four of the vehicular-mounted satellite devices to move around the continental United States. The value of leasing is the commercial owner will continue to update the system.

"You pull up to the pier and plug it in," said Smith. "You have all communications instantly."

A 28-day test of Trek Sat proved successful in a Philadelphia port operation, he said.

"It is a great concept!" said Smith. "It is a reasonable investment that has the potential for providing outstanding communications support."

Capt. Derek Bozeman, a member of G-6's Special Projects team, agrees enthusiastically with SDDC's chief information officer.

"These things make sense," said Bozeman, an

individual mobilization augment who is a former U.S. Air Force communications officer. "They are cost effective."

Technical and Management Services Corp., of West Long Branch, N.J., built the prototype of the Trek Sat in 2001, mounted within a civilian HMMWV frame.

"It has provided great interest among potential military customers," said William Lugaro, senior systems engineer.

The Trek Sat, including a company trainer-operator, leases for about \$60,000 a month, said Lugaro.

The device can be operational in 10 minutes, he said.

"The great value of this device is it can communicate information from automated systems," said Lugaro.

Smith said the Vanguard Ultra Single-Case Secure Mobile Office, is another needed automation product for use by SDDC port units.

It provides instant communications for a hasty mission, he said. It is light and highly mobile.

"Ideally, I would like one in each of our 12 transportation battalions," said Smith.

"It is for short-term, quick, Caribbean-type missions," said Smith. "It is to be used when I can't get larger packages (automation devices) in there."

The mobile office, which sells for \$33,000, is produced by GCS, of Victor, N.Y.

"It is very user friendly," said Daniel Dick, manager of business development. 



John Smith (left), Deputy Chief of Staff of G-6 (Information Management) talks with Capt. William Curtis, SDDC chief, Global Distribution, about the capability of the "Trek Sat" information system.

New containerized sustainment systems support field Soldiers

Story and photo by Patti Bielling, Public Affairs Specialist
SDDC Operations Center

The Army has always promised Soldiers “three hots and a cot,” but deployed service members soon will be eating and sleeping even better thanks to concepts under development by the Army’s product manager for force sustainment systems of Natick, Mass.

Product manager Lt. Col. Lawrence Silas demonstrated some of these new technologies May 20 to visitors at the Force Projection Symposium in Norfolk and Fort Story, Va.

Among the products on display were elements of the new Force Provider base camp.

There are currently 36 Force Provider camps in use throughout the U.S. Central Command area of responsibility in Southwest Asia, and another 12 are in production, said Silas.

Developers started with standard intermodal shipping containers and extendable modular tents and added latrines, showers, laundry and an electric kitchen facility to create the camps.

Each camp can support up to 550 service members.

Soldiers deployed to Southwest Asia have nothing but praise for the improved quality of life the facilities offer, he said.

“One commander stated that he drives his Soldiers 45 minutes farther to get to a Force Provider base camp,” said Silas.

“He said that the chance to get some quality sleep at night in an air-conditioned environment is not just good for morale but also provides the Soldiers much needed rest so they can perform their missions more safely and effectively.”

Improved generators, heating and air-conditioning units, and hygiene capabilities help ensure that members



Modular systems like this concept laundry and latrine system offer deployed service members the comforts of home. Systems will be built in standard shipping containers so they can be transported with traditional cargo moving equipment.

of all services can enjoy creature comforts in an austere environment, he said.

Better sanitary living conditions also mean less chance for disease and infection, which means better operational readiness for the unit, he added.

One Soldier who experienced base camp living was Spc. Stephan Prevot, of Fort Story’s 396th Transportation Harbormaster Operations Detachment.

He used the facilities while deployed to Kuwait in early 2003.

“It’s very important for morale,” said the radio transmission operator. “Regardless of where you are, having a hot meal, taking a shower with some sense of privacy and using bathrooms that are clean goes a long way toward making you feel at home.”

All of the new facilities use standard-size containers to ensure modularity. All the components can be stacked and moved with traditional cargo-handling equipment.

Displayed near the Force Provider camp was a rigid wall shelter

capability.

Enclosed in a standard intermodal-shipping container, the Rigid Hard Wall Shelter System concept opens to five times its size. It offers multiple sleeping and bathroom options and can accommodate up to 30 service members.

Another system, the Expeditionary Hygiene System, provides latrine, shower and laundry services for up to 150 service members.

This container opens hydraulically, much like a pop-up travel trailer, so set-up is quick and takes just a few Soldiers.

The joint, modular and expeditionary mindset also extends to religion.

The Containerized Chapel, affectionately called “God in a box,” helps promote spiritual well-being for Soldiers deployed far from home, said

See “SUSTAINMENT ” pg. 41

SDDC partners in end to end distribution to Iraq warfighters

By John Randt, Director, Command Affairs, SDDC HQ Alexandria
& Patti Bielling, Public Affairs Specialist, SDDC Operations Center

Warfighters in Iraq are getting their shipments more quickly and efficiently because of the innovative U.S. Central Command Deployment and Distribution Operations Center.

The National Partners—U.S. Transportation Command, Defense Logistics Agency, Army Material Command, and Joint Forces Command—recently all agreed to stand up a joint team of expert logisticians from their own organizations in Camp Arifjan, Kuwait. The goal is to merge transportation and logistics actions at a strategic level in support of warfighters on the ground. The team is composed of military, civilian and contractor representatives from the National Partners and additional logistics experts from the Army, Navy, Air Force and Marines.

The Surface Deployment and Distribution Command plays a key role in the jointly manned center by contributing transportation professionals to its Surface Cell.

“The stand-up of the Central Command Deployment and Distribution Operations Center is the most significant change in military logistics I have seen in my career,” said Maj. Gen. Ann Dunwoody, Commander. “From a strategic perspective, the center allows the warfighter to be continuously connected to the logistics pipeline.

“Tactically, the Deployment and Distribution Operations Center can synchronize the flow of forces, equipment and sustainment into the theater. Operationally, the logistician is connected to theater logisticians so movement priorities can execute in real time.



Soldiers assigned to the U.S. Central Command's Deployment and Distribution Operations Center visit the port recently that centers around much of their planning: Ash Shuaiba, Kuwait.

This operation is transforming logistics for this and future,” said Dunwoody.

The integration of Surface Deployment and the center is going well, said Capt. William Curtis, a U.S. Navy officer who serves as SDDC's chief of Global Distribution.

“Our personnel there are the functional surface deployment and distribution experts on the ground,” said Curtis. “They are a single button, a single place to go for help, and it works very well.”

SDDC participation in the center began in mid-January with the center's creation. Currently, six SDDC staffers—five military and one civilian—have deployed as part of a 120-day pilot program.

“They have a direct link to us here at Fort Eustis,” Curtis said. “They are all volunteers—they want to see how their contributions are helping on the other end of the deployment and distribution process.”

The center works under the tactical command of U.S. Central

Command's director of logistics. The center's end-to-end distribution mission is directly related to Transportation Command's new role as the Department of Defense's Distribution Process Owner.

Center staffers identify and manage all of the movement requirements in-and-out of the theater. The movements range from shiploads of equipment to sustainment supplies from organizations such as the Defense Logistics Agency, the General Services Administration and the Army and Air Force Exchange Service.

Deployment and Distribution Operations Center's single-source of strategic coordination makes it easy for warfighters to track shipments. Conversely, with all movement information immediately available, center staffers are able to make timely and pragmatic decisions on all aspects of transportation.

“It is a remarkable achievement,” said Col. Rodney Mallette, SDDC Chief of Staff, who recently worked a short tour at the center.

“It is a highly motivated bunch,” said Mallette. “They develop transportation solutions a half-a-world away—in a combat theater.”

The center's uniqueness, said Mallette, is deploying an integrated capability of Transportation Command transportation and information management specialists, Defense Logistics Agency supply specialists, along with the military services' functional and

See “PARTNERS” pg. 40

SDDC rotates Marines from Haitian duty

By John Randt, Director, Command Affairs
SDDC HQ Alexandria

On schedule, the Caribe Merchant arrived at the sea buoy off Port Everglades, Fla., just after 6 a.m.

It is July 1.

The last official act in America's latest support for the impoverished country of Haiti is about to begin.

The Caribe Merchant carries 100 pieces of cargo—bound for Camp Lejeune, N.C.—that ends the U.S. Marine Corps involvement in humanitarian and peacekeeping operations in Haiti. At one time, the United States mission numbered 3,600 and included

French, Canadian and Chilean forces.

The United Nations officially assumed the mission June 25 and a Brazilian-led force of 6,700 troops and more than 1,000 international police now patrol Haiti.

Crowley Liner Service workers reacted immediately as the Caribe Merchant came to dockside at the firm's Port Everglades terminal.

"This is sweeping the port," said Ed Fortunato, vice president, government business development. "We're getting all their stuff out."

Crowley has been providing the Marines sustainment cargoes in weekly ship runs since April, said Fortunato.

The equipment brought back includes one of SDDC's Mobile Port Operating Centers, which was reported to have worked within the challenges of the operation.

The speed of roll-on/roll-off operations was quickly evident as equipment of all kinds was driven off the rear ramp of the vessel. Crowley partnered with Landstar System, Inc., of Jacksonville, Fla., for the land movement. Much of the equipment was immediately transshipped by truck as it came off the ship.

SDDC was represented by a small detachment from the 832nd Transportation Battalion, Jacksonville, Fla., led by Capt. Andrea Robinson,



Sgt. 1st Class Alfonso Arosemena, of the 832nd Transportation Battalion, chronicles documentation in the discharge of the Caribe Merchant. Also pictured are Staff Sgt. Shawn Campbell (left) and Marine Corps Sgt. Thomas Montarno.

movement control officer.

"Everything is going well," said Robinson, a Reservist from Miami now completing her second year of active duty with the command.

"I think it is awesome," said Robinson. "It does me great honor to serve the country."

Robinson has served 10 months in Kuwait supporting SDDC operations. In civilian life she leads a non-governmental support group for women.

The move was a classic action emphasizing industry partnership. In order to have all the military load on the same vessel, Crowley executives cut a scheduled ship stop at Puerto Plata, Dominican Republic, and turned over 100 pieces of commercial cargo to competitors.

"The move was definitely a challenge," said Rinus Schepen, senior vice president and general manager, Latin America service.

Schepen said continuing changes in the cargo manifest and maintaining documentation was the biggest challenge of the move.

"We like to see what our people can accomplish," said Schepen, a 36-



Discharge of the Caribe Merchant begins at Crowley Terminal, Port Everglades, Fla., within minutes of docking.

year veteran of maritime service. “At the end, everything worked out.”

Schepen reflects on Haiti.

“Haiti is a beautiful country,” said Schepen. “But, it is one of the poorest in the world. Poverty has probably increased.

“I hope it is the start of a new chapter of democracy, reduced corruption and international assistance. They deserve it—they are good people and a good country.

“The military and Crowley can be proud of what we have done.”

U.S. Marines watched the quick unloading with enthusiasm.

Gunnery Sgt. Timothy Cyr has been in Haiti since

March 7.

“The heat was not so bad,” said Cyr. There is humidity but I think the humidity is worse here.

“The worst thing about Haiti is the smell and the poverty,” said the veteran of overseas service in Desert Storm and the African countries of Somalia and Djibouti.

“The first thing I noticed here was the lack of smell.”

Shipping company executives credited much of the success of the move with their Haitian shipping agent.

“We did a great job but it was a total team effort,” said Philippe Blamby, of Enmarcolda S.A., of Port-au-Prince.

“Things are much, much better now in Haiti,” said Blamby, a former resident of New York City. “The bad elements are going. Nothing is on the scale of what it was.”

Business development officer spurs SDDC movement



Ed Fortunato observes documentation procedures as cargo is discharged from the Caribe Merchant July 1.

Ed Fortunato is a man on the move.

The vice president, government business development for Crowley Maritime Corp., Jacksonville, Fla., has a job where he has to stay on the go.

Now, he has a problem. An SDDC cargo of high priority U.S. Marine Corps equipment is scheduled to pass through the firm’s Port Everglades, Fla., facility. The cargo has continuing documentation challenges. Fortunato swings into action.

He plans a 28-hour trip (total) to Florida to lend his expertise.

Waiting on June 30 for an aircraft at Ronald Reagan National Airport, Fortunato muses the workings of life

and work.

“You know,” said Fortunato, “Crowley serves some pretty interesting ports in the Caribbean, but, I never get a chance to go. Here I am—bound for Port Everglades.”

Fortunato is among a select group of executives who work to gain SDDC business but often spend considerable time ensuring mission success. Some are retired from the military. Most have the work offices in the Greater Washington, D.C., area.

They include such colorful and active figures as Jon Meyer, of CSX Transportation; Eric Mensing, of APL; Steve Garth of Roadway Express; Kenneth Gaulden, of Maersk Line, Limited; and Dave Larson, formerly with Landstar.

Like Fortunato, many times they have to jump into a project far removed from their job description.

Fortunato describes his mission as an effort to assist with cargo documentation. As is typical on military missions, cargo numbers quickly may move up and down.

Today, Fortunato is interested in the right documentation numbers with the right cargo.

From the first moment he is working with top leadership: Mike Hopkins, vice president and manager of Crowley’s Port Everglades Terminal; and Rinus Schepen, senior vice president and general manager—Latin America services.

The afternoon is late.

“Let’s let these guys get home to dinner,” said Fortunato. “They will need the energy for tomorrow.”

Morning comes quickly. Like most summer Florida days, the humidity is already on the rise in early morning.

Fortunato is oblivious.

The most important part of his workday is making sure the documentation is right.

“One documentation list we received did not have a single piece of real cargo,” muses Fortunato.

The day goes long—and it goes right.

Eventually, documentation and cargo match.

Soon, the Caribe Merchant is empty. Trucks begin rushing the equipment back to Camp Lejeune, N.C.

Fortunato is soon at the nearby Fort Lauderdale Airport.

The plane back to Washington, D.C., is about to be announced.

Not bad for a 28-hour (total) trip.

At any hour:

SDDC Operations Center assists military's newest recruits

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

Being stranded in a strange airport at night can frustrate even the most seasoned traveler. Fortunately for military recruits who become stranded, a hot meal, a comfortable bed or a sympathetic ear is only a phone call away.

The new recruits are easy to spot. They are typically seen in airports: A small group of young people, with a hastily appointed leader, who has all the new recruits' orders and enlistment papers in a single, large brown envelope.

A handful of service members and civilians at SDDC's Operations Center work each night to assist these newest members of the military who experience problems while en route to basic training.

SDDC has years of experience in moving passengers. This mission increased in 1961 when all Department of Defense passenger movements were consolidated within SDDC's Deputy Chief of Passenger and Personal Property.

All after-duty hour calls are routed to the Operations Center at Fort Eustis, Va., which

maintains round-the-clock operations.

From January through April, Operations Center personnel assisted about 4,000 recruits and will probably assist around 11,000 before the year is over.

"We're here to make sure the recruits get from Point A to Point B safely," said John DeMars, a traffic management specialist at the center.

Carlene Castro began one recent shift by assisting 15 recruits in the first two hours of her work.

By the time her 12-hour shift ended, the staff action officer had assisted 67 recruits.

Preparation for the night shift often begins around midday for DeMars when he wakes up and tunes in to The Weather Channel at home.

When severe weather is predicted, DeMars begins making phone calls, dialing most numbers from memory. He begins blocking rooms at hotels in cities where recruits are likely to be stranded.

"You get a feel for how many rooms you're going to need in what cities after doing this for 10 years," he said.

When delays are caused by weather or other "acts of God," SDDC ensures hotel accommodations and meals are available.

During a large weather event, SDDC may hear from 400 recruits in one night, Castro said.

"We will do everything we can to take care of those recruits," Castro said, "and the hotels bend over backwards to accommodate them."

SDDC has agreements with many hotels near major hubs and destination cities, including

Chicago, Dallas, St. Louis, Atlanta, Charleston, S.C., and Oklahoma City.

The agreements stipulate that hotels will provide shuttle service, rooms and meals as available and establishes rates for those services.

One hotel in Atlanta has been assisting recruits for the past eight years.

"We have 200 rooms, but we were sold out one night when John called," recalls Tommy Kim, assistant general manager for the Days Inn Airport East.

"Our night manager provided a meeting space at no charge for 15 to 20 Soldiers so they could at least lie down for the night."

In the morning, the hotel provided breakfast and a shuttle back to the airport.

Although most callers to SDDC experience delays due to weather or aircraft mechanical problems, the stories can be as varied as the young recruits themselves.

Occasionally, one becomes sick and requires medical attention. However, many experience problems because they are first time or infrequent air travelers who are unfamiliar with the system, Castro said.

One recruit, for example, missed his flight because he refused to hand over a packet of information to airport security personnel.

"He had been told at the (Military Entrance Processing Station) not to hand the packet to anybody, so he was not going to let anybody take it," Castro said.

Castro eventually persuaded him to allow security personnel to look at



John DeMars of the SDDC Operations Center assists military recruits after regular business hours as they travel from Military Entrance Processing Stations to their initial training assignments.

See "RECRUITS" pg. 41

833rd transporters spearhead innovative use of LASH vessel

By Judi Warren, Administrative Officer
833rd Transportation Battalion

With the clank of locking devices, containers filled with ammunition are loaded aboard the Cape Farewell.

The move at Naval Magazine Indian Island, at Port Hadlock, Wash., has many firsts.

It is the first time in recent memory that transporters with the 833rd Transportation Battalion, Seattle, have worked a Lighter Aboard Ship, or LASH, vessel.

This is also the first time the Cape Farewell will carry standard 20-foot ammunition shipping containers. The vessel was recently configured with locking devices to carry containers.

Normally, LASH vessels use their cranes to bring aboard smaller barges packed with cargo. The transportation concept is ideal for moving cargo ashore when port facilities are lacking or when there is a need to move cargo

up a shallow river.

The 833rd loaded the vessel in teamwork with the Navy. In all, 981 20-foot containers were loaded April 19-28 and the Cape Farewell sailed for the Military Ocean Terminal Concord, Concord, Calif., where additional cargo was loaded.

“The load out was a great example of interservice cooperation,” said Phillip Fantozzi, chief of terminal operations.

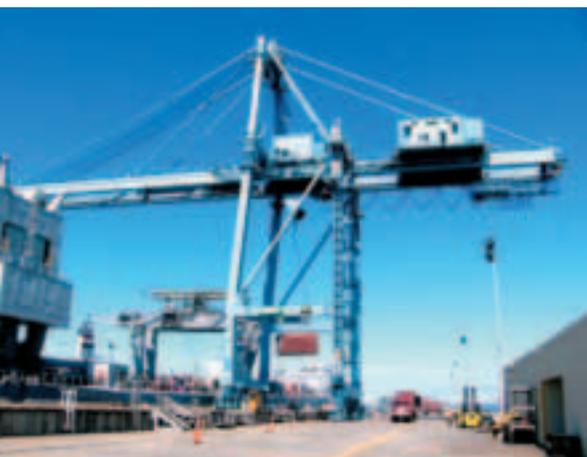
Load planner Daniel Twohig said the loadout was challenging—but successful.

“There were many issues we had to meet and overcome to make this work,” said Twohig. “We overcame bad weather, slowdowns and equipment failures.

“At the same time, this is the most successful turbo-Containerized Ammunition Distribution System exercise we have had to date.”



The Cape Farewell loads at Naval Magazine Indian Island, at Port Hadlock, Wash. This is the first time the vessel has been used for both Lighter Aboard Ship and separate container operations.



A container crane moves one of hundreds of containers loaded with ammunition aboard the Cape Farewell.



Civil servants and Navy Reserve members work together at securing a container in an inner hold of the Cape Farewell.

(Photos by Phil Fantozzi)

TEA moves to digital instructional materials

By LaWanda York, Public Affairs Specialist
SDDC HQ Alexandria

The Transportation Engineering Agency has taken a giant leap into the world of automation with the development of computer-based training disks.

For its first automation product, the agency has developed a multi-media enhanced computer disk that covers the lifting and tie-down procedures for Army helicopters. The helicopters included on this CD are the UH-1 Iroquois, CH-47 Chinook, OH-58D Kiowa Warrior, UH-60 Black Hawk and the AH-64 Apache.

The whole idea of the interactive CD is to aid transporters and reduce damage to the aircraft during transport.

"It's a lot easier to see how the lifting ring screws into the rotor head of a Chinook when you see a video clip of someone actually twisting it on—as opposed to seeing a black and white photo," said mechanical engineer Dan Nonnemacher.

Other agency pamphlets will be evaluated to determine if it makes sense to create additional interactive CDs. The agency will continue to publish the hard copy of their pamphlets.

For years, the Newport News, Va.-based agency has received praise for its compact pamphlets that service members can carry in the pockets of their battle dress uniforms. All of the agency's publications are already available on one CD and online in an Adobe format.

"We initially saw interactive CD's on fixing engines and replacing parts," said Nonnemacher. "We saw the level of detail and the quality of the computer animation and thought this would be great for our pamphlets."

Nonnemacher's management of the project also included shooting video of

Dan Nonnemacher displays the CD that contains all of the manuals sitting in front of him.



the helicopters at deployments and exercises.

Innovative Technology Application, Inc., of Springfield, Va., created the CD from the shipping manuals for the helicopters and the agency pamphlet 'Lifting and Tiedown Handbook for Helicopter Movements.'

"The contractor created a script of how they saw the entire CD being laid out," said Nonnemacher. "We sat down with them and tediously went through every single block making sure everything was perfectly worded and flowed logically."

The executive direction for beginning to use interactive software came from Mike Williams, chief, of the Deployability Division.

"Because of the difficulty in preparing and shipping helicopters, and the expense of fixing helicopters if something is damaged, the interactive CD is a huge bargain," said Williams.



Interactive CDs will probably prove valuable as a refresher for service members in training and deployments, he said.

Keeping the Soldier in mind, the CD is still small enough to fit in the pockets of the battle dress uniform, said Nonnemacher. Another advantage: The CD holds considerably more information than the hard copy, including three-dimensional computer animation, video clips and great color pictures.

For its first test, the interactive CD was unveiled at the Army Aviation Association of America's annual convention in Nashville, Tennessee. Agency workers took both books and CDs to the event.

"We had just as many people ask for the books as the CD," said Nonnemacher. "People still love the books, I think it's because the book is something they can hold in their hand."

Customers can request this CD as well as other publications at the agency Web site: www.tea.army.mil. Click on the publications link to place your order. You can expect to receive your order within a few weeks. 

The three-dimension animation shows customers exactly how to lift and tie down Army helicopters.

Veteran transporter takes command of the 598th Transportation Group

By Martin Weteling, Public Affairs Specialist
598th Transportation Group

A veteran battalion commander is back with the 598th Transportation Group—this time as the commander.

Col. Gary Stanley took command of the Rotterdam, the Netherlands, based-unit on July 8.

“I am truly blessed to have been given this opportunity to work with all of the great men and woman who make this command what it is,” said Stanley, in a change-of-command ceremony presided over by Maj. Gen. Ann E. Dunwoody, commander, Military Surface Deployment and Distribution Command.

Stanley is no stranger to the group. He was in command of the group’s 839th Transportation Battalion from July 1999-July 2001, and conducted numerous SDDC peacekeeping movements in Bosnia, Albania and Kosovo.

“Though it has only been three years since I left command of the 839th



Transportation Battalion in Italy, a lot has changed in that short time,” said Stanley.

The new commander praised his predecessor—Col. Victoria Leignadier—for her command of the group for the past two years.

“The group has been at the forefront of the War on Terror with Colonel Leignadier and the 598th team leading the way both here in Europe, and in Southwest Asia for the Strategic Deployment and Distribution Command.”

Dunwoody praised Stanley’s abilities.

“I couldn’t be more pleased to be welcoming our newest member on the command’s team,” said Dunwoody.

“I can’t think of anyone more qualified to take command of this group than Colonel Gary Stanley.

“He comes to us with the right mix of leadership skills and a tremendous reputation that I know will add value to this already top-notch organization.”

Dunwoody praised Leignadier’s work, which involved long tours of duty in Kuwait directing the command’s deployment and distribution missions in Operation Iraqi Freedom. During her command time, the 598th loaded or discharged a record 562 ships in Kuwait.

“One recent challenge that really put her leadership skills to the test required her to oversee the largest rotation of forces since World War II, moving 340 ships and more than 100,000

Col. Gary Stanley says he is ecstatic about his new assignment as commander of 598th Transportation Group.



Maj. Gen. Ann E. Dunwoody, SDDC commander, hands the flag of the 598th Transportation Group to Col. Gary Stanley. At left is outgoing commander, Col. Victoria Leignadier.

(Photo by Martin Weteling)

pieces of cargo in support of Operation Iraqi Freedom II movements,” said Dunwoody.

“This involved moving cargoes for such warfighting units as the 82nd Airborne Division, 101st Airborne Division (Air Assault), 3rd Infantry Division and 1st Infantry Division.

“In the process of all this,” said Dunwoody, “she in fact broke every record for the speed and volume of material loaded or discharged through a single seaport.”

Leignadier praised the work of unit members and expressed thanks for host nation support provided during Operation Enduring Freedom and Operations Iraqi Freedom I & II in Belgium, Germany, Kuwait and the Netherlands.

In her next assignment, Leignadier will be the U.S. Army Chair and faculty member at the National War College, Fort McNair, Washington, D.C. 

New Commanders...

Arrive at the 599th Transportation Group's three battalions

By Saloumeh Amouhashem, Intern
SDDC HQ Alexandria

All three battalions of the 599th Transportation Group have new commanders.

New battalion commanders assumed their duties at the 835th, 836th, and 837th Transportation Battalions in June.

The 835th Transportation Battalion, Okinawa, Japan, is now under the command of Lt. Col. Charles Ippolito. The former commander, Lt. Col. Clayton Newton has been assigned to the Defense Distribution Center, New Cumberland, Pa. Ippolito was formerly assigned to the Center for Army Analysis, Fort Belvoir, Va.

The unit's work was praised by Col. Tom Harvey, 599th commander:

"Under Newton's leadership, the men and women of the 835th have excelled and are recognized as the finest port battalion in the 599th Transportation Group."

The 836th Transportation Battalion, Yokohama, Japan, is now under the leadership of Lt. Col. Drefus Lane. The former commander, Lt. Col. Darrell Jenkins, has been assigned to the Army G-4 (Logistics), Pentagon. Lane was formerly assigned to the Army Logistics Management College, Fort Lee, Va.

"With energy and compassion, Lt. Col. Darrel Jenkins has led this unit to become a vital forward-deployed transportation battalion," said Harvey.

Lt. Col. Richard Kramer now commands the 837th Transportation Battalion, Pusan, Korea. The former commander, Lt. Col. James Brundage has been assigned to the Joint Staff, J4 (Logistics), Pentagon. Kramer was formerly assigned as the chief, Distribution Management Center at the 19th Theater Support Command, Taegu, Korea.

Harvey called Brundage a "deeply committed leader."

"Lt. Col. Jim Brundage has consistently led by setting high standards and executing tough battle-focused training," said Harvey. "He understood the mission, maintained a highly trained force, and kept effective lines of communication flowing." 

SDDC unit receives top federal excellence award

A Military Surface Deployment and Distribution Command unit has received the top organizational recognition for all federal organizations in the Pacific region for 2004.

The 599th Transportation Group, Wheeler Army Air Field, Hawaii, was presented the Excellence in Federal Government award for the Pacific Ocean region.

The award was received June 9 at the 48th Annual Excellence in Federal Government Awards luncheon in Honolulu to an audience of 1,000.

"Absolutely, overwhelming," said Col. Tom Harvey, commander. "We do our utmost to perform our mission and look out for our people. It is very reassuring to be selected for this honor.

"I am so proud of the great team throughout the Pacific that made this

possible."

The 599th commands three port terminal units, the 835th Transportation Battalion, Okinawa, Japan; the 836th Transportation Battalion, Yokohama, Japan; and the 837th Transportation Battalion, Pusan, Korea.

The award for the 599th Transportation Group comes at the very moment of an unprecedented development for the organization. Since mid-June the unit has deployed 30 Soldiers and civilians to Kuwait to manage all Operation Iraqi Freedom shipments for the next six months. The team will include Reserve augmentees.

The award selection for the 599th came from among a dozen finalists that included: Tripler Army Medical Center; Command, Control and Communications, U.S. Pacific Command; Director of Logistics, U.S.

Army Group Hawaii; and Defense Energy Support Center Japan.

The kudos for the 599th did not end there.

Carlos Tibbetts, of the group's operations center, was selected as the winner in the Federal Employee of the Year (Professional, Administrative, Technical category) from a group of 28 finalists from all over Hawaii and the Pacific.

"I am most appreciative—mostly I am humbled," said Tibbetts. "We do our best at all times. To receive this honor from such a field of professionals is beyond my farthest expectation.

"I can just say 'Thank you!'" said the retired Army Reserve Officer, who formerly worked in operations at SDDC Headquarters, Alexandria, Va.

The 599th award was presented to Harvey from Maj. Gen. Robert G. F. Lee, Adjutant General, Hawaii National Guard.

Tibbetts was unable to receive his award in person—he was at work on an overseas mission. 

SDDC's new Command Sgt. Maj. sought position

By John Randt, Director, Command Affairs
SDDC HQ Alexandria

Command Sgt. Maj. Tomas Hawkins is at the Surface Deployment and Distribution Command because he wants to be.

"I submitted a packet to compete for the job," said Hawkins.

His effort was rewarded when Maj. Gen. Ann Dunwoody, commander, selected him to replace Command Sgt. Maj. James Morgan, who is retiring.

"I was excited," said Hawkins, upon receiving a congratulatory phone call from SDDC's commander.

"I am delighted to have reached not only the highest enlisted grade, but also the top enlisted position in the Transportation Corps."

Cool, calm and organized, the 25-year Army veteran is ready for the assignment.

"My vision is to be on the same mind set as the commanding general," said Hawkins, "as to where SDDC needs to go.

"In seeing what we need to take it there, I will always keep in mind how it will affect SDDC personnel and how it will affect the command.

"I can have the greatest ideas in the world but the people who will make the money are our people."

Hawkins graduated from the Army's Sergeants Major Academy, at Fort Bliss, Texas, in 1998. In his first assignment, he served as the sergeant major of the 526th Forward Support Battalion, 101st Airborne Division (Air Assault), at Fort Campbell, Ky. Subsequently; he served as the sergeant major of the 25th Transportation Battalion, Yongsan, Korea.



Command Sgt. Maj. Tomas Hawkins is the command's new top enlisted Soldier.

Most recently, Hawkins served as command sergeant major of the 3rd Brigade, 91st Division (Training Support), at Travis Air Force Base, Calif. His principal job there was to "evaluate and train National Guard and Reserve units preparing to go overseas."

Hawkins has a college degree from St. Edwards University, Austin, Texas—a product of both the GI Bill and a basketball scholarship. In an initial Army enlistment, Hawkins served as a military policeman for three years.

Finishing college, he looked for a civilian job in the field of corrections.

"The jobs I was interested in did

not pay as much as equivalent jobs in the Army," said Hawkins, who re-enlisted in 1981 in the grade of specialist.

In the years that followed, Hawkins served two separate tours in Germany, Korea and Fort Campbell.

Hawkins ponders the coming months and challenges in SDDC.

"I think I'm a pretty good motivator," said Hawkins. "I have never forgotten where I came from. It is good to be an example to others of what you want to achieve.

"I am humbled when Soldiers tell me they want to be like me. My reply to them is, 'No. Be better than me.'"

SDDC's top enlisted Soldier transitions to civilian life

The walls are bare of certificates. The trinkets are off his desk. A cardboard box is staggering under the weight of scores and scores of commanders' coins.

Command Sgt. Maj. James Morgan is taking leave of the Military Surface Deployment and Distribution Command.

Movers on June 18 are quickly taking out the prizes and artifacts of his 30-year Army career from his office at SDDC Headquarters Alexandria. The movers pack a sign long on the command sergeant major's desk: "Teach, Coach, Mentor, Train."

It has been a colorful four years. Morgan has served as the command's top enlisted Soldier—and a confidant to civilian workers—during the entire course of the War on Terrorism.

Motivating Soldiers, seeing Soldiers, talking to Soldiers has been, by his estimate, his forte. In the course of this work, Morgan estimates he has visited 18 of SDDC's 24 ports since he came aboard in May 2001.

"This has been one of the most challenging assignments in my entire career," said Morgan. "We're so diverse. We're spread out so far. We're in touch with so many elements of the Army."



Command Sgt. Major James Morgan says communication is a key attribute for the Soldier serving in the command's top enlisted position.

SDDC's Soldiers are outstanding, said Morgan.

"I couldn't ask for a better group of NCOs."

What advice does he have for his replacement: Command Sgt. Maj. Tomas Hawkins?

"Ensure you keep an open door to communications," said Morgan. "That is going to be your key for survival.

"You have to know what's out there."

Among Morgan's legacies will be the Army's new uniform. Visible by early next year, and fully implemented by December 2007, the uniform has a new digitized look away from the old green woodland versions. Also,

pockets have been added to the uniform where they have utility to Soldiers wearing protective vests and field gear. In addition, the Army's patches on the new uniforms will no longer be sewn on—in the new uniform, they will be affixed by Velcro strips.

"It's a great way to go," said Morgan, of the Army's future uniforms.

Morgan is also proud of his work, on short notice, to develop a SDDC corporate exhibit in early 2003. The exhibit is displayed approximately five times a year by the Command Affairs Office at military-related shows and conventions.

"We developed the final product with a huge cost savings," said Morgan. "The exhibit is multi-purpose, multi-functional."

At 47, Morgan is a young man. What is his next career?

"I am looking at several things," said Morgan. "Grass will not grow under my feet—rest assured." 

Command Sgt. Maj. James Morgan (left) gives final thoughts to Command Sgt. Maj. Tomas Hawkins.

SDDC's most veteran Soldier leaves active service



Col. George Montgomery, SDDC Chief of Staff, reviews one of his last action items May 20. Pictured in background are Lt. Col. Louis Plevell, inspector general, and Ana Colon, equal employment opportunity officer.

When it comes to SDDC's most seasoned operative, Col. George Montgomery is at the top.

In a 30-year career, he has served four different active duty assignments here. In the last 12 years of his duty, nine have been with the command.

In the past year, he has had one of SDDC's more responsible jobs: SDDC Chief of Staff—responsible for all the command's staff coordination and project execution.

On October 1, it all ends. Montgomery will retire and wear the SDDC patch for the last time.

His departure will be marked by an informal farewell with Headquarters Alexandria staffers. A formal retirement ceremony will be held later at Fort Jackson, S.C., near his new home at Lake Murray, north of nearby Columbia.

Looking out the 11th floor window of his office May 21, Montgomery is philosophical.

"I'm excited about another phase in my life," said Montgomery. "At the same time, I look back fondly on the 30 years of Army service I have had ... the places I've seen and the people I have had the privilege to work with and learn from."

His overseas tours have included Germany, Greece and Jordan.

With a low draft number, Montgomery's Army career began as a logical consequence at Clemson University, in 1974 in the Reserve Officer Training Corps program.

"I got in and it was my intention to stay for two or three years," said Montgomery. "I had a mentor and he said, 'As long as you enjoy it—stay in.'"

Best assignment?

There is no pause in Montgomery's answer.

"Sunny Point."

Montgomery was in charge of the 597th Transportation Group, Sunny Point, N.C., from 1999-2001. The Cape Fear River installation is SDDC's biggest with over 200 staffers and hundreds of acres of land in its security perimeter.

"Sunny Point was my best assignment," said Montgomery. "It had a great mission, great people, and was in an unbelievable location. I particularly appreciate the dedication of the people to the mission, to Sunny Point, and to each other."

Two months after he got there, Montgomery got to see the work force in action. Hurricane Floyd struck the installation full force. Several Lighter Aboard Ship barges were blown one mile across the river and into the tidal marshes and sandy beaches of the Fort Fisher Historical site.

The staff responded splendidly, said Montgomery.

With nearby N.C. Highway 133 flooded by rainwaters, some staff reported to work in a number of innovative ways. One employee came to work aboard the MOTSU fireboat that had been safe havened in Wilmington during the storm—traveling over 20 miles down the Cape Fear River.

Waterman Steamship Corp., of New Orleans, eventually towed several of the barges back to deep water. Workmen had to use acetylene torches to cut one barge into pieces to finally remove it.

What about the command?

"SDDC is people," said Montgomery. "That is what makes SDDC the great organization that it is."

What does the command's future hold?

"Transformation," said Montgomery. "We are transforming to meet Army goals, U.S. Transportation Command goals and our own (SDDC) goals."

"It will be a significant change for SDDC employees, but they are up to the challenge," said Montgomery.

Since June 1, Montgomery's duties have shifted to SDDC's new Chief of Staff, Col. Rodney Mallette, formerly chief of the Command Transformation and Integration Office.

Montgomery's other SDDC assignments include Inspector General, from 1995-1996, and commander of the 1319th Medium Port Command, Piraeus, Greece, from 1993-1995.

Montgomery is putting his own personal transformation plan into action. He may not really hang up his Army uniform.

"I have received my certification to teach high school ROTC, and am looking for a school close to my new home." 🇺🇸

SDDC helps Coast Guard move unique cargo

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

For the second time in 18 months, the Military Surface Deployment and Distribution Command is involved in the movement of U.S. Coast Guard vessels to support the global war on terror.

Two 110-foot patrol boats were plucked from the water July 9 at the Norfolk International Terminal and placed on the deck of the Motor Vessel Cape Ducato for transit to Southwest Asia.

Maj. Marvin Benoit and Tom Williams were among SDDC personnel from the Operations Center at Fort Eustis, Va., who worked the mission.

“It’s a different operation, it’s not something we usually do,” said Benoit, operations officer for Terminals Branch.

The mission was different not just because of the unique cargo, said Williams..

“Normally we at the headquarters don’t get the opportunity to work at a port,” explained the senior marine cargo specialist. “With our terminal units working contingency operations at other ports, we were glad to assist.”

To accomplish the mission, Williams and Benoit attended planning sessions, secured the labor and oversaw the loading and lashing of the Coast Guard vessels on board the ship.

The MV Cape Ducato is a Roll-on/Roll-off ship of the Ready Reserve Force, which is administered by the Maritime Administration. Once activated, the ship came under the operational control of the Military Sealift Command.

Planning began in May for Lt. Cdr. Steven Whitehead, the chief contingency planner for the Coast Guard Maintenance and Logistics Command.

The move required extensive coordi-

nation among many commands, agencies and civilian partners, said Whitehead.

The operation called for each patrol boat to be loaded into a cradle, lifted to the deck of the ship and secured for transit.

“We use cradles to support the patrol boats and make them easier to transport,” Whitehead said. “The patrol boats are then lashed to the deck and the cradle, and the cradle is lashed and spot-welded to the deck so (the load) will be very secure once underway.”

In a month-long preparation for deployment, the patrol boats Monomoy and Maui underwent maintenance in Portsmouth, Va., and the vessel crews received pre-deployment training, said Whitehead.

Meanwhile, the cradles were assembled at the Curtis Bay Coast Guard Yard in Baltimore and moved by barge to the Coast Guard’s Integrated Support Command in Portsmouth.

A few days before the lift, the barges and cradles were transported to Norfolk with tug boats crewed by Fort Eustis Soldiers of the 73rd Transportation Co., 10th Transportation Battalion, 7th Transportation Group.

As a rehearsal, one of the empty cradles was lifted to the ship to ensure the final, heavier load would

clear several vent shaft pipes lining the deck.

“We were using a 250-ton barge crane to lift the patrol boats onto the ship,” Benoit said. “We wanted to make sure the crane had enough vertical height to lift the loads over the free board of the Cape Ducato.”

See “COAST GUARD” pg. 39

An Army small tug, Enduring Freedom, moves the U.S. Coast Guard Cutter Monomoy at the Norfolk International Terminal.

(Photo by Patti Bielling)





Movers load the personal property of Capt. James Keller into an Interstate Worldwide Relocation moving van adorned with a U.S. Marine Corps logo April 16 at Quantico, Va.

(Photo by John Randt)

USMC personal property moves in distinctive trailers

By LaWanda York, Public Affairs Specialist
SDDC HQ Alexandria

Packy Keller has made several personal property moves as the spouse of a U.S. Marine Corps captain.

She says the couple's move April 16, however, is one that will always stand out.

The moving company tractor-trailer that pulled up in front of her apartment at the Quantico, Va., Marine Corps base at 8 a.m. that morning was brightly imprinted with massive decals portraying the military service's logo and icons.

Keller's neighbors could hardly fail to notice: A Marine Corps-"wrapped" trailer moving a Marine Corps family—the 43-foot trailer had a giant Marine saber on one side and Marines standing guard on the other.

"This is my third move with the Marines and I moved three times with the Army," said Keller, relocating with her husband, James, to Swansboro, N.C., where he will be assigned to nearby Camp Lejeune. "These guys are doing their job fabulously, so I don't have to worry (about the move)."

The trailer is one of three that have been freshly wrapped and painted for Interstate Worldwide Relocation, of Springfield, Va., said Maureen Cameron, marketing manager.

It is all part of a Marine Corps recruiting initiative to paint as many as 1,000 trailers across the country.

"The trailers are being extremely well received both by Marine families and other service members," said Cameron. "You just see them and get a sense of pride."

Interstate's movers were enthusiastic about the attention they were getting.

"Fresh in-and-out," said Jim Dupee. "This is the first shipment to be loaded onto this trailer since it was refurbished."

Dupee was so enthusiastic about the use of the Marine Corps-imaged trailer on a Marine Corps base that he volunteered to work on his day off.

The trailer withstanding, Keller was enthusiastic about her move.

"I received a call the day before the movers came from Interstate just checking to see how I was doing," said Keller. "This was the first time that has happened, I was very impressed."

Keller said she has had good experience relocating in military moves. She particularly appreciates packing and unpacking services offered by the movers.

"It's the easiest way to move," said Keller. "There is nothing hard about it. I have never had a bad experience with any of my moves."

Loading complete, the rolling billboard set out on the open highways. The trailer had two missions: Hauling a service member's family personal goods to their next duty station and promoting the Marine Corps.

Interstate is a 2004 SDDC Quality Award winner. 

Personal property expert recognized for service

As experts in personal property moves of the military go—Frank Thomas is at the top.

In separate careers in the U.S. Air Force, U.S. Navy and now, the U.S. Army, Thomas has excelled in the moving of the nation's service members.

All told, Thomas has spent over 22 of the last 30 years involved in military personal property moves.

"It has been good and great," said Thomas, a Titusville, Fla., native.

"The best part of it for me has been working with a young service member who is making their first move," said Thomas. "You help them—and you really feel great!"

Thomas' work for the military—in separate military and civilian careers—has been recognized by his current employer, the Army's Surface Deployment and Distribution Command.

Thomas was named the command's top employee for the first quarter of fiscal year 2004.

"Frank Thomas is at the top of our world-class professional ranked employees," said Col. Thomas Keller. "For years, he has assisted service members in their moves. Now, he serves as a policy administrator.

"Frank is doing the same kind of work, but, he has an even greater impact," said the Air Force officer.

At his desk at the Alexandria, Va., headquarters, Thomas provides oversight and review for long-term storage facilities for service members. The 300 or so storage facilities across the United States are used for storage of household goods for service members, typically, on overseas tours.

Thomas got in the personal property business by accident.

In 1979, Thomas considered enlisting in the Air Force. The recruiter

In a long military and government career, SDDC's Frank Thomas has mastered the concept, philosophy and plain hard work of personal property moves.

in Titusville told him his first choice—weather forecasting—had a nine-month waiting list.

However, said the recruiter, if he enlisted in the passenger and personal property specialist program, he could join the military immediately.

Thomas joined up and has never looked back.

His initial schooling was at Sheppard Air Force Base, Wichita Falls, Texas.

"When I first got there, I was not sure I had made the right choice," said Thomas. "As we got further and further into the training aspects, the job became more interesting."

Thomas got a first-hand look at personal property moves in his first assignment: March Air Force Base, Riverside, Calif.

"A lot of our customers were frustrated," said Thomas. "They seemed to think they were told one thing, but their experience was different."

That was then.

In the three decades since then, Thomas says that has all changed.

"It is all different now," said Thomas. "There is a much greater level of professionalism in both the mover ranks and the military oversight.

Thomas has particular empathy for young service members. These men and women, often with family members, get to a new assignment and may be



deployed before their family can even arrive.

"I feel the entire moving process weighs heavily on a young service member when they consider re-enlistment."

In his military service, Thomas moved five times.

"They were all great moves," said Thomas.

He applies his moving knowledge to help others.

Recently, an Army second lieutenant in Alabama told Thomas his moving problems would "affect" his decision to re-enlist. Thomas said he got personally involved and this led to a hasty resolution of the problem.

What does the future hold for personal property moves?

"We are moving to Families First and that will give more input from the service members into their move," said Thomas. "This is the future.

"Features such as full-value replacement and the enhanced customer survey will change the system in a positive manner. It is coming."

Thomas says he has years to go before retirement—he plans to be here to see the new program begin. Indeed, he plans to help run the new program.

Married for 22 years to his high school sweetheart, Tina, the couple has a son, Nigel, and daughter, Keyatta. They live in Alexandria, Va. 

SDDC people in *ACTION*...



On the move ...

Rebecca Wise, quality control inspector for Joint Personal Property Shipping Office at Fort Belvoir, Va., inspects containers being loaded onto the carrier's truck during a household good's pickup at Stafford, Va. Robert Cogswell, move manager for J&K Moving and Storage, ensures the boxes are being packed correctly and efficiently while loading them and readying the trailer for more goods.

Getting the word out ...

SDDC's exhibit drew visitors at a Logistics Symposium sponsored by the Association of the U.S. Army Symposium in Richmond, Va., April 6-8. Maj. Leslie Mehall, Headquarters, U.S. Army Europe, Heidelberg, Germany, learns about Military Surface Deployment and Distribution Command support to the warfighter. Bob Padgett (center), SDDC exhibits manager, and Charles Helfrich, chief, Privately Owned Vehicles, were among an eight-member presentation team. A symposium panel on improving force reception included Maj. Gen. Ann E. Dunwoody, SDDC Commander.

(Photos by Mitch Chandran)



COAST GUARD

Continued from pg. 35

On the morning of the lift, Soldiers of the 73rd Transportation Co. used a small tug to maneuver each patrol boat alongside the Cape Ducato and into position above a submerged cradle.

Appropriately enough, the Army's vessel bears the hull number 911 and is named the Enduring Freedom.

"It's neat that our tug—which got its name because of the War on Terrorism—is doing a mission to support the War on Terrorism," said Chief Warrant Officer John McMartin, the vessel's chief engineer.

The Enduring Freedom held each of the patrol boats in position so the crane could begin lifting the boat and cradle.

The weight of each lift registered more than 150 tons and cleared the ship's vent pipes with about two feet to spare, Benoit said.

Whitehead surveyed the action from the bridge of the MV Cape Ducato as longshoremen from SDDC's

The Maui, being lifted by crane, will soon join the Monomoy on the deck of the Cape Ducato.

(Photos by Maj. Marvin Benoit)

stevedore company Cooper/T. Smith began guiding the Monomoy to rest on the deck.

"Tomorrow morning after it's lashed down, that patrol boat will look like it has a spider web all over it," the Coast Guard officer said.

Indeed, when lashing was complete, more than 325 chains were securing both patrol boats to the deck of the ship, Williams said.

"The lashers from Cooper/T. Smith did an excellent job," he said. "It was hot—the heat index was over 110 degrees on the steel deck, but we had two gangs that worked from 7 a.m. until after midnight to secure the load."

The Monomoy and Maui will join four other patrol boats that are perform-



ing port security and other naval coastal warfare missions in the Middle East, Whitehead said.

Although the crews will probably rotate after a year, the mission is an open-ended one for the patrol boats, he said.

The MV Cape Ducato will dock in Southwest Asia in mid August, and the patrol boats will be ready to begin operations within 96 hours of arrival, said Whitehead. 📍

Marine port worker has the President as a neighbor

Cpl. Chad Hickey could be any other U.S. Marine supporting the discharge of the Caribe Merchant on July 1 at Port Everglades, Fla.

But, Hickey, 22, is distinctly different.

You see, Hickey is a neighbor of the President—That is right: President George W. Bush.

In the 7th grade, Hickey's parents moved to Crawford, Texas. The town has the distinct honor of having the President's ranch in close proximity.

"The majority of people like it," said Hickey, who joined the Marines upon high school graduation in 2000. "It helps the town."

Hickey, a vehicle commander for a

light armored vehicle, has seen the President two times.

"What you see is the Secret Service and an entire entourage of cars," said Hickey. "They clear you off the highway."

Hickey's Marine Corps buddies take different approaches to the issue.

"Some kid me about it," said Hickey. "Others ignore it."

At the Crowley Terminal, Hickey became a celebrity among terminal and port workers.

"I'm impressed," said Ed Corrigan, manager of terminal operations. "His Home of Record is the same as the President."

No matter, with Haitian duty behind him and the Caribe Merchant



Cpl. Chad Hickey shares a Home of Record with President George W. Bush.

discharge—Hickey has other thoughts.

He is going home for two weeks leave. He is going home to Crawford. 📍

operations specialists.

“The center is a complete package of capability with the ability to expand and contract with the flow of logistics and a direct link back to their parent command,” said Mallette. “No longer will the warfighter have to manage incoming, outgoing and in-theater movements of material and personnel single-handedly.

“Looking at the future, we can see logisticians deploy alongside warfighters to deliver combat and sustainment capability. Serving there has been one of the highlights of my career.”

SDDC’s staffers in the Surface Cell include Master Sgt. Eleanor Jacobs, Maj. Scott Sadler and Margaret Sitts.

The three take great pride in their roles in the center.

“The talent, the knowledge, of the people here is just amazing,” Jacobs said. “Because of their expertise, we were able to hit the ground running.”

One early focus of the center was improving communication among distribution centers, air and seaports and other transportation nodes.

“That’s important because port operators who understand a distribution center’s ability to receive cargo can then improve their port’s ability to clear cargo,” Sadler explained.

The Surface Cell also has been working to increase asset visibility by developing or improving various Web-based systems.

Sitts, the onward-movements manager for the Surface Cell, works contract issues to facilitate the movement of cargo between Southwest Asia and the United States and Europe.

She cited one new process that has resulted in a \$7 million savings per month in shipping costs.

“Equipment needing repair was originally being shipped by air to the United States or Germany,” she said. “We were able to put the contracts and the process in place to move equipment by surface—which costs over 50 percent

less.”

She added that working in the center has had a profound impact on her personally and professionally.

“Everybody who works for the Department of Defense needs to come and see what life is like here and meet the soldiers associated with the decisions they are making and the things they are doing,” she said.

The three are representative of the dedicated staffers in the center, said Army Brig. Gen. John Levasseur, of the Defense Logistics Agency, Fort Belvoir, Va., a former director of the center.

Levasseur has praised his staffers for their work supporting Transportation Command’s Distribution Process Owner role.

To reduce demands on air transport, center staffers rerouted the movement of pallets of critical supplies by ground transport to a distribution center in Iraq, while still meeting the required delivery date.

“We diverted more than 800 pallets ... thereby keeping the cargo moving and minimizing the customer wait time,” said Levasseur.

In another initiative called Task Force Express, Levasseur said Central Command Deployment and Distribution Operations Center team members have analyzed segments of the theater distribution process in specific areas with objective of increasing supply velocity into the theater and to the warfighters. This has provided theater logisticians and commanders with greater advance notice of inbound freight to complement their planning efforts for transportation and distribution.

“The true strength of the Central Command Deployment and Distribution Operations Center is its people,” said Levasseur. “It’s a natural purple organization—it’s truly a Joint Team.

“Each individual brings their background and service knowledge, but a key to the center is its reach back capability to influence the strategic flow to meet the warfighter needs.”

The team of 65 people is co-located in close quarters on Camp Arifjan with the 3rd Army’s Logistical Command Center. The center’s ability to staff a strategic joint issue and link it to the operations execution mechanism is done in a fraction of the time it would take to have the action staffed back in the Continental United States, said Levasseur.

The work benefits both individual transporters and logisticians and their agencies. Individuals learn how to interact with other services and dealing with warfighter needs. The sponsoring organizations get back logisticians who now have “real world joint experience.”

Dunwoody, SDDC’s Commander, takes great pride in the work of her deployment and distribution experts working at the center in Kuwait.

“The work of the center and our people has been absolutely amazing,” said Dunwoody. “They are doing a tremendous job.

“When issues come up, the center’s team of experts using their ‘purple’ hats and expertise develop a solution quickly.

“The end game is that warfighters have greater visibility on their distribution pipeline,” said Dunwoody. “They get their needed materials quicker and—throughout the system—there are less duplicate requisitions which are wasteful and tie-up our critical air and sea lift.”

The center now operates under the guidance of Central Command’s J-4, supporting Operations Iraqi Freedom, Coalition Forces Land Component Command, Multi-National Command Iraq, Operations Enduring Freedom Combined Joint Task Force-76, and the in the Horn of Africa. The work is just a starting point for a joint conceptual point of transporters and logisticians.

Planning is now underway to develop Deployment and Distribution Operations Centers to support U.S. European Command and U.S. Pacific Command to include Korea. 

GLOBAL

Continued from pg. 6

“We provided two vessels for charter to the Military Sealift Command—the Resolve and the Independence,” said Jim Wells, executive vice president and chief executive officer.

“The Resolve was chartered for 120 days and the Independence was chartered for 60 days.”

In addition, the firm maintained 10-day sailings to Europe every 10 days from the East Coast as part of Universal Service Contract 04.

The movements spawned some dramatic stories.

The 25th Infantry Division, in Schofield Barracks, Hawaii, was originally tasked to go to Operation Iraqi Freedom. Then new orders came down from the Army. The division would supply two task forces: one to Operation Iraqi Freedom and a second to Operation Enduring Freedom.

The equipment was moved by the USNS Pililaau, a Navy ship of the Military Sealift Command named for a Hawaiian man who was a Medal of Honor winner in the Korean War.

The Pililaau departed from Hawaii in December with the 25th Infantry Division task force for Iraq.

Sixty days later Pililaau was back, to move a second 25th Infantry Division task force to Afghanistan.

Or take the 842nd Transportation Battalion, at Beaumont, Texas. The unit was heavily engaged in Beaumont and Corpus Christi, Texas, with equipment movements to and from the Gulf Coast ports.

Shipments to and from the ports were “non-stop” for six months, said Fran Willis, distribution manager.

In the first 24 days of May, Team Beaumont worked 11 different ships at the port, she said. Eleven vessels were offloaded and one was reloaded with new cargo.

“We moved 2,200 pieces of equipment from May 3-10,” said Willis. “That was our surge.”

SDDC will get a short summer pause.

Shipments for Operation Iraqi Freedom III begin in September. 

SUSTAINMENT

Continued from pg. 23

Lt. Col. Robert Bean, assistant product manager for Force Provider.

The portable chapel contains two large extendable modular tents, a music keyboard with sound system, altars, chairs and hymnals to support the four major faiths practiced by members of the U.S. military—Protestant, Catholic, Judaism and Islam.

“The Containerized Chapel also includes items found in most houses of worship, like a microwave oven, coffee pots and other items to make it more like home,” Bean said. “Chaplains can serve coffee and refreshments at a social hour after services or during Bible study or a religious fellowship gathering.”

Helping chaplains minister to Soldiers in forward locations is a smaller Chaplain’s Logistics Support Package. This highly mobile container is the size of a field desk and fits in a High Mobility Multipurpose Wheeled Vehicle.

The latest innovations in field feeding include development of a HMMWV portable heater for rations that allow cooks to heat food while on the move.

A user demonstration was conducted in April during a 3rd Infantry Division rotation to the National Training Center, Fort Irwin, Calif.

The Army unit is now requesting immediate use of the new “Assault Kitchen,” said Tim Benson, assistant product manager for field feeding and field services.

Patterned after a Marine Corps system, the Assault Kitchen will allow cooks to serve up hot meals within 10 minutes after the unit comes to a halt, Benson said.

“There’s a big psychological benefit to having chow served by a cook at a containerized kitchen or dining facility versus eating from a bag,” he said.

All of these systems make use of commercial technologies, said Benson.

“We’re all trying to do things better, cheaper and smarter.” 

RECRUITS

Continued from pg. 27

the packet.

“You just have to be a mom sometimes and a drill sergeant sometimes,” she said.

On occasion, SDDC personnel must get creative to ensure recruits receive the support they need.

Sick Soldiers, DeMars said, may require an ambulance or taxi service to a local emergency room, transportation to a hotel for overnight accommodations, and then a shuttle back to the airport in the morning.

He recalls another case in which a group of recruits were diverted to a remote airfield in the Midwest because of severe weather.

There were no hotels or restaurants nearby, so airport personnel put DeMars in touch with a local National Guard unit.

The Guardsmen picked up the recruits at the airport and set up cots in the armory for the night.

Occasionally, DeMars and Castro receive a phone call from a recruit who is having second thoughts about joining the military.

“Usually, it’s because they have some type of personal problem back home,” said DeMars.

“But, we just listen to them and explain that we don’t have the authority to let them out of their contracts. We advise them that the best thing to do is to continue to their destination and explain their circumstances there.”

What’s the most often asked question?

“They ask, ‘Am I going to get in trouble because of the delay?’” said DeMars. “We calm them down and explain that travel delays are not their fault and they happen all the time.”

Both DeMars and Castro say they get a lot of satisfaction from this part of their jobs.

“It’s a valuable service if for no other reason than recruits know that they can reach out and touch someone,” said Castro. “It’s just one of the things we do, and I think we do it pretty good.” 



Thousands of people in the Nation's capitol line Constitution Avenue in the heart of the district to bid a final farewell to President Ronald Reagan on June 9, 2004.

(Photo illustration by Diana Dawa)

Reagan remembered ...

Dear Editor,

One of the interesting facts about President Ronald W. Reagan is that he is one of SDDC's own. Prior to World War II, he was in the Army Reserve and volunteered for overseas service after Pearl Harbor. He was turned down because of his eyesight but continued to serve in the Reserve. He was assigned to make training films for the Army and worked for the Office of the Quartermaster General during the War. He eventually retired with the rank of captain.

The Office of the Quartermaster General was later merged into SDDC's predecessor. So, Ron Reagan worked for SDDC. When he was elected President, the November 1980 MTMC Expediter ran an article documenting this under a headline that essentially said "Local Boy Makes Good."

Lee Strong
SDDC G-5 (Distribution Analysis Center)



Col. Sandy Sanders on the move ...

Dear Editor:

Read the article on the 1192nd Transportation Terminal Brigade in the "Boots on the Ground" section of USAR news.

Nice piece on Col. Sanders and his unit's work supporting the Global War on Terrorism and also taking the opportunity to honor his Reserve Soldiers' employers through a "Boss Lift." Col. Sandy Sanders is a friend and classmate from West Point. He told me that he had loaded out the 1st Cavalry Division and ran into their assistant division commander, Brig. Gen. Tom Bostick, another friend and classmate.

I saw that Sandy is getting promoted to brigadier general and will be the Deputy Commander for Mobilization at SDDC, well deserved.

Col. Tom Carroll

(Editor's Note: Thanks so much! The article also got a lot of attention in our spring issue of "Translog.")

Missing RFID tag?

Dear Editor:

Another stellar magazine issue. Your Spring 2004 Translog issue sure covered a lot of activity. By the way, I couldn't find the Radio Frequency Identification tag on the Maersk container shown on page 40. Who lost the RFID tag???

Rick Shilby
Infrastructure Team Leader
SDDC Operations Center



*Radio Frequency Identification tags in action
July 1: SDDC discharge in Port Everglades, Fla.*

(Editor's Note: Right you are, Rick. Photographer John Randt wanted to show the trailer's position in relationship with the meeting site: SDDC Headquarters Alexandria. The Radio Frequency Identification tag was working—but not visible. If you are missing seeing RFID tags, note the trio in unison below from the 832nd Transportation Battalion, Jacksonville, Fla., discharge of U.S. Marine Corps equipment from Haiti at Port Everglades, Fla., July 1.)

Reserves are teammates ...

Dear Editor:

For almost two years, the 842nd Transportation Battalion has been going nonstop. We took a break July 15 on the deck of the Ready Reserve ship Cape Vincent. We ate barbeque and talked up some safety messages.

But, it is our Team Beaumont personnel I want to talk about ... Sgt. Maj. Ismael Rodriguez is departing Beaumont to become the command sergeant major for the 39th Transportation Battalion, in Germany. Upon receiving a Meritorious Service Medal, Rodriguez told us, "This isn't about me—it's about you Soldiers that got me this. You made it happen for me."

I want to recognize nine members of the 1184th Terminal Transportation Battalion, Mobile, Ala., who have served here for the past six months. Honored with Army Achievement Medals were: Master Sgt. Charles Cooley, Sgt. 1st Class Arthur Davis, Sgt. 1st Class Jimmy Johnson, Staff Sgt. Larry Etheredge, Sgt. Matthew Beasley, Sgt. Earnest Morton, Spc. Leamon McNutt and Spc. Sean Sweet.

We could not have successfully accomplished the 1st Cavalry Division and III Corps deployment and Task Force Iron Horse redeployment without these professional citizen Soldiers. These NCO's, and future NCO's, are truly the backbone of SDDC and we look forward to serving side-by-side in the future.

Members of the 1184th gave us their highest compliments. Cooley said he would miss the "camaraderie and teamwork between the military and stevedores." Etheredge said that being in Beaumont was like "coming home—especially after working in Kuwait!"

We will miss them all.

Lt. Col. Brian Sundin
Commander
842nd Transportation Battalion
Beaumont, Texas

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