

## UNREP Stations - A Piece of Cake

Until the FleetEx the crew had participated in Underway Replenishment (UNREP) only during Refresher Training once a year in San Diego. During the Navy exercises, though, it was important to conduct UNREP procedures to test how well ships and tankers could execute the evolution despite cold weather and choppy seas.

From all the various stations during the evolution, RUSH proved to herself and to the Navy that she was quite capable of fueling in a variety of poor weather conditions. BMI Goodlet, the rig captain, insured that all the line handling was done safely and precisely, from the messenger line to the phone line for communications. There was not ever a problem for the deck crew requiring they make an emergency break away, though there was one night when the fueling connection was not the correct type, delaying the entire operation for nearly an hour and a half while adjustments were made.

RUSH remained on-station with the various tankers due to the aid of ENS Kelley on the bridge who determined shaft RPM's necessary and relayed the same via LJV to MK1 Breese in the engine room. The UNREP's were done on turbines vice diesels which made the response time to change of shaft RPM's much quicker.

With the exception of one oil spill the same very drenched, cold sounding tankers, the fueling portion of each evolution went well. Fuel Oil and Water King (FOWK) MK1 Posey set-up the fueling organization beforehand, and was able to give reasonably accurate shut-down times, despite the fact that getting the soundings was made difficult due to the rolling of the ship.

Looking back, the seven evolutions, six during the day and one at night, can be considered successful, signified, of course, by the rousing rendition of "The William Tell Overture" played at the end of each.

