



The U.S. Navy's

MILITARY • SEALIFT • COMMAND

2011 In Review

Cover:

Civil service mariner Delbert Desparrois clears the landing deck area aboard MSC dry cargo/ammunition ship USNS Alan Shepard after attaching a pallet of supplies to a Puma helicopter during an underway replenishment in the Gulf of Aden in June. Photo by MC3 Trevor Welsh.

Back cover:

A quartermaster aboard aircraft carrier USS George Washington carries a signal flag to mark the stem position of MSC fleet replenishment oiler USNS John Ericsson during a replenishment at sea in the Pacific Ocean in October 2010. Photo by MC3 Adam Thomas.



Rear Admiral Mark H. Buzby, USN
Commander, Military Sealift Command

MSC 2011 In Review

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by Rear Admiral Mark H. Buzby, USN

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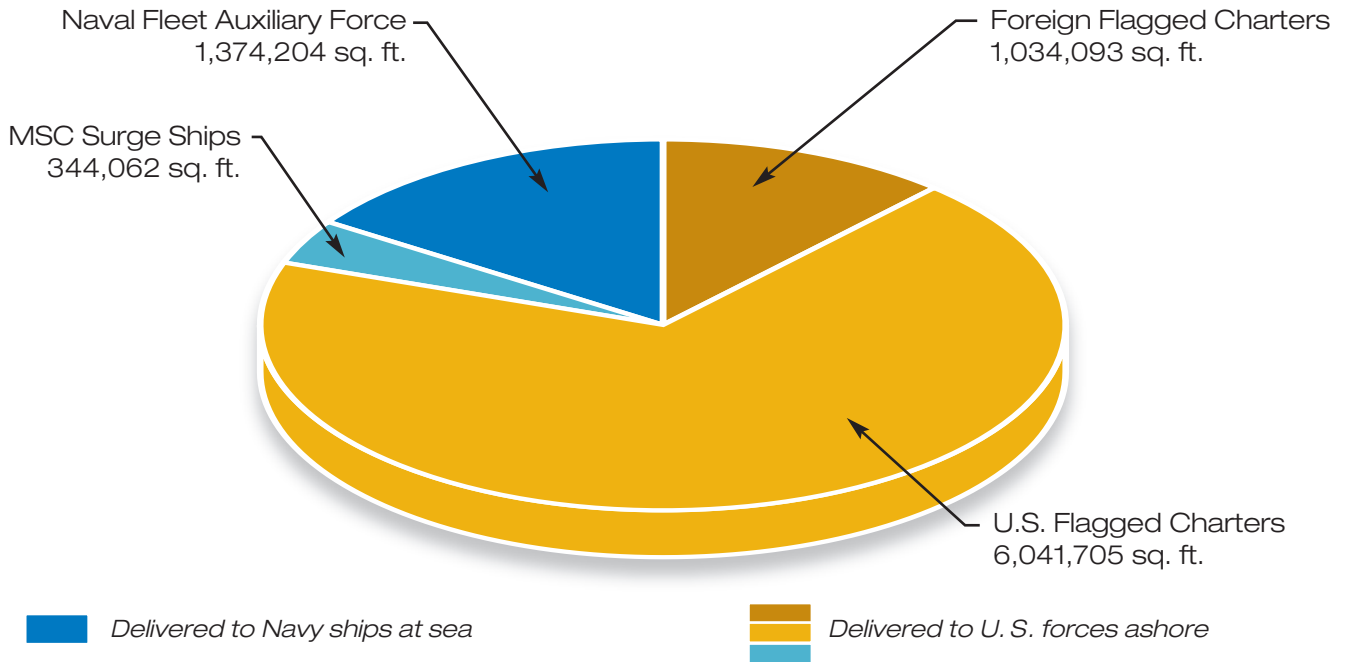
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MSC fast combat support ship USNS Arctic conducts an underway replenishment with aircraft carrier USS Enterprise in the Mediterranean Sea in February. Photo by MC3 Alex Forster.



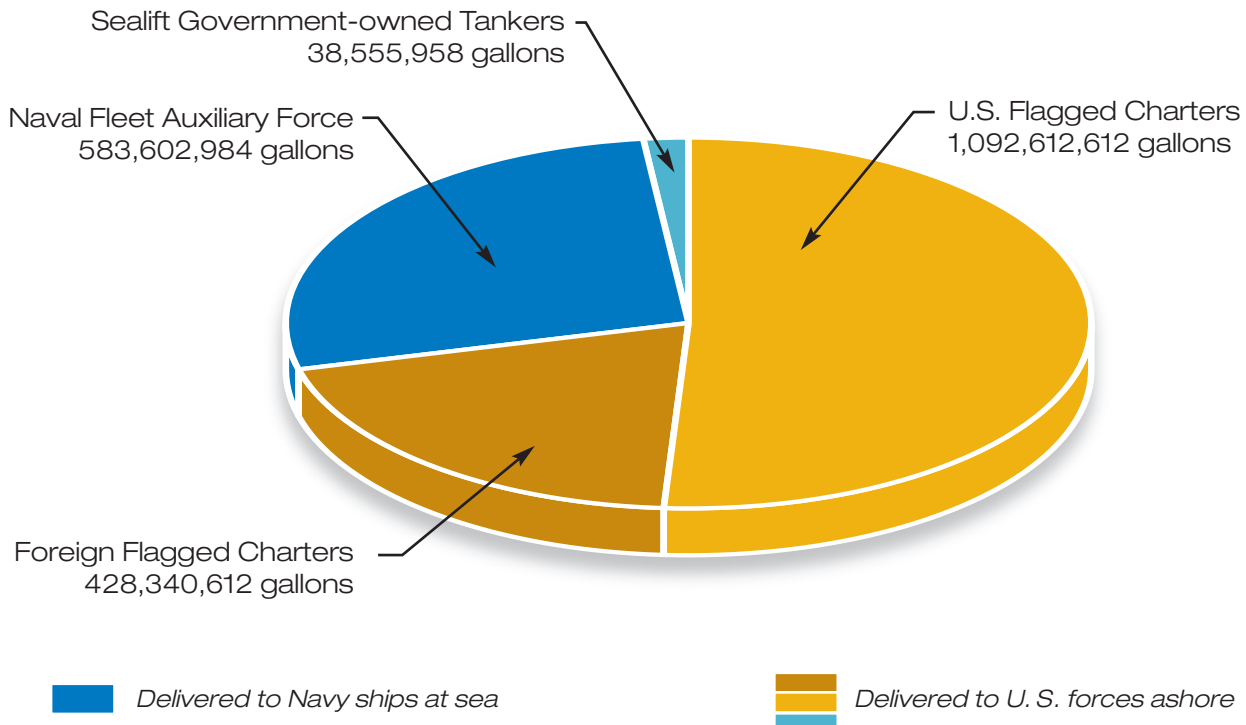
DRY CARGO DELIVERED IN FY 2011

8.8 Million Square Feet



FUEL DELIVERED IN FY 2011

2.1 Billion Gallons





Fiscal year 2011 was a remarkable year of achievement and anticipation for Military Sealift Command. We prepared for new challenges ahead; continued to play an impressive role worldwide in deploying and sustaining U.S. warfighters; and provided humanitarian aid and civic assistance to partners and neighbors in the Americas and around the Pacific Ocean. I am very proud of our highly committed, capable team.

Operations

Seven MSC ships from the Naval Fleet Auxiliary Force and one from the Prepositioning Program supported Operation Tomodachi, the U.S. response to the earthquake and tsunami in Japan. Operations Odyssey Dawn, Unified Protector and Unified Defender involved eight NFAF ships, one Special Mission Program ship and six chartered commercial tankers from the Sealift Program as MSC joined NATO forces off the coast of Libya. Meanwhile, MSC continued delivering combat gear for operations Enduring Freedom and New Dawn in Afghanistan and Iraq.

Altogether in FY 2011, MSC ships delivered more than 8.8 million square feet of military cargo and more than 2.1 billion gallons of fuel for ships, aircraft, ground vehicles and power generation.

Southern Partnership Station and Africa Partnership Station missions provided information sharing with navies, coast guards and civilian organizations in Latin and South America and Africa. Hospital ship USNS Comfort carried humanitarian aid and civic assistance to those in need in Latin and South America for Operation Continuing Promise 2011.

New ships

Two new dry cargo/ammunition ships joined the MSC fleet in FY 2011, replacing aging combat stores and ammunition ships. The multi-product T-AKEs were designed to keep up with the fleets wherever they go, delivering food, fuel and spare parts at sea.

MSC also chartered two new double-hulled tankers, MT Evergreen State and MT Empire State, to replace the last of the T-5 Champion-class ships that served us so well for so many years, especially on re-supply missions to Thule Air Base, Greenland, and McMurdo Station in Antarctica.

Finally, the Army transferred operation of its five planned joint high-speed vessels to MSC in FY 2011, and the first ship was christened in September – USNS Spearhead. We’ll operate the Navy’s five as well. We’ll crew the first four of the 10 ships with civil service mariners to refine operational procedures and the remaining six with commercial mariners.

ONE MSC – a shoreside restructuring

During FY 2011, the nation’s debt crisis, a global recession and worldwide commitments forced the Department of Defense to seek ways to rein in costs while meeting evolving mission requirements. In September, Chief of Naval Operations Adm. Jonathan Greenert issued sailing directions: “The Navy will address economic change by being effective and efficient . . . [using] technologies and operating concepts to sharpen our warfighting advantage against evolving threats.”

Like other Navy commands, MSC had to reassess traditional ways of doing business; realign resources; and operate even more effectively and efficiently. Toward that end, we began working on a new, multi-year initiative – ONE MSC – to improve responsibility, accountability and authority between headquarters and field activities.

As FY 2011 drew to a close, MSC had laid the foundation for an improved shoreside organization, pending higher-level approvals. The vision included three new management teams, each led by a member of the Senior Executive Service. Plans called for one team to focus on MSC’s government-operated ships; a second team on MSC’s contract-operated ships; and a third team on MSC’s human resources worldwide.

Plans were underway for MSC’s five area commanders to exercise responsibility, accountability and authority over all MSC assets in their respective areas, including MSC ship support units, while area commands prepared to report to MSC program executives.

Since 1949, MSC and its forerunner, Military Sea Transportation Service, have enjoyed a proud history of success, even through radically changing times. That tradition continues today. As our missions continue to evolve and our capabilities grow, I am confident that MSC’s global workforce will continue to earn high marks throughout the Navy and the rest of DOD. MSC delivers!

Yours aye,

Rear Admiral Mark H. Buzby, USN
Commander, Military Sealift Command



ilitary Sealift Command, or MSC, is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense, or DOD – operating approximately 110 ships daily around the globe. MSC headquarters is located in Washington, D.C. In FY 2011, MSC reported through three distinct and separate chains of command:

- To U.S. Fleet Forces Command, or USFF, for Navy-unique matters. USFF organizes, maintains, crews and equips all U.S. Naval forces for the Chief of Naval Operations and combatant commanders worldwide;
- To U.S. Transportation Command, or USTRANSCOM, for defense transportation matters. USTRANSCOM provides coordination of all air, land and sea transportation for the DOD; and
- To the Assistant Secretary of the Navy (Research, Development and Acquisition), or ASN (RDA), for procurement policy and oversight matters. ASN (RDA) provides weapons, systems and platforms for the Navy and Marine Corps.

Programs

MSC has four ship management programs:

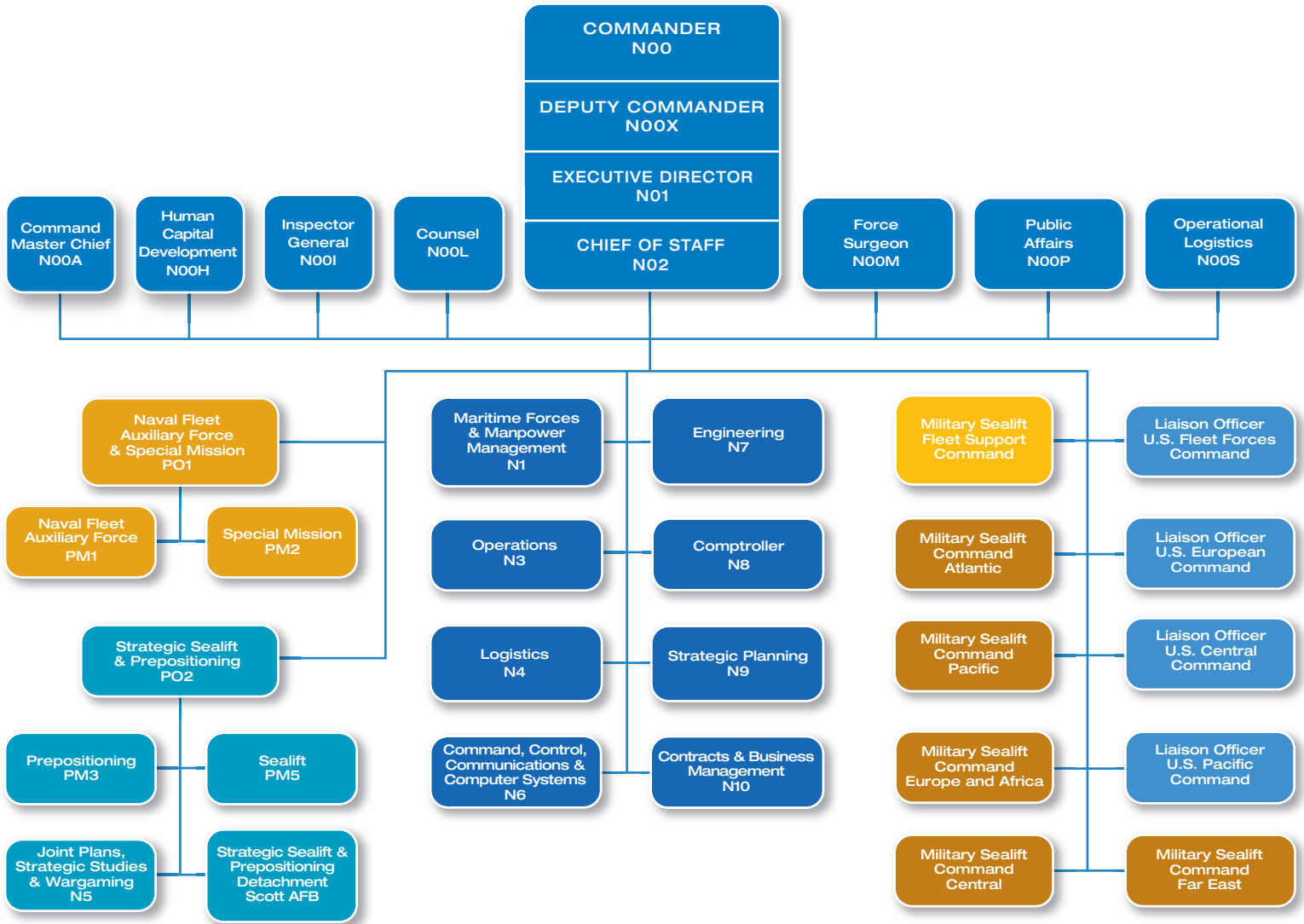
- Naval Fleet Auxiliary Force
- Special Mission
- Prepositioning
- Sealift

Directorates

Headquarters functional directorates provide specialized support services to the ship management programs and the MSC commander:

- Maritime Forces and Manpower Management (N1)
- Operations (N3)
- Logistics (N4)
- Joint Plans, Strategic Studies and Wargaming (N5)
- Command, Control, Communications and Computer Systems (N6)
- Engineering (N7)
- Comptroller (N8)
- Strategic Planning (N9)
- Contracts and Business Management (N10)

Military Sealift Command



Military Sealift Fleet Support Command

Military Sealift Fleet Support Command, or MSFSC, located in Norfolk, Va., crews, trains, equips and maintains MSC government-owned/government-operated ships worldwide and supports other MSC assets as directed. MSFSC's primary functions include:

- Managing the repair and maintenance of MSC's government-owned/government-operated ships and their installed shipboard communication systems;
- Conducting personnel administration for assigned active-duty military and civil service mariners, or CIVMARs, who operate MSC's government-owned/government-operated ships; and
- Providing engineering management, comptroller and contracting functions related to MSC's government-owned/government-operated ships and crews.

Ship maintenance and support functions are integrated into six Military Sealift Command ship support units, or MSC SSUs, that operate under MSFSC in the following locations:

- Naples, Italy
- Manama, Bahrain
- Singapore
- Yokohama, Japan
- San Diego
- Guam

MSC Area Commands

MSC area commands provide MSC-unique expertise and operational perspective to Navy fleet commanders worldwide. The area commands are operationally focused and are aligned with the numbered fleet logistics staffs in their respective theaters.

- Military Sealift Command Atlantic, or MSCLANT – Norfolk, Va.
- Military Sealift Command Pacific, or MSCPAC – San Diego
- Military Sealift Command Europe and Africa, or MSCEURAF – Naples, Italy
- Military Sealift Command Central, or MSCCENT – Manama, Bahrain
- Military Sealift Command Far East, or MSCFE – Singapore

Area commands also have offices and representatives in Diego Garcia; Kuwait; Okinawa; Republic of Korea; Spain; Greece (Crete); the United Arab Emirates; Djibouti; Pearl Harbor, Hawaii; Seattle; Earle, N.J.; Sunny Point, N.C.; Charleston, S.C.; Beaumont, Texas; Port Canaveral, Fla.; and Jacksonville, Fla.

MSC Programs

MSC has four ship management programs. Program management brings together managers, technicians and specialists in a variety of fields to support each program.

- Naval Fleet Auxiliary Force
- Special Mission
- Prepositioning
- Sealift



A civil service mariner attaches cargo during a vertical replenishment aboard MSC fast combat support ship USNS Arctic in October 2010. Photo by MC3 Brooks Patton Jr.

Naval Fleet Auxiliary Force Ships - 41

(as of Sept. 30, 2011)

Fleet Replenishment Oilers - 15

USNS Big Horn (T-AO 198)
 USNS Walter S. Diehl (T-AO 193)
 USNS John Ericsson (T-AO 194)
 USNS Leroy Grumman (T-AO 195)
 USNS Guadalupe (T-AO 200)
 USNS Joshua Humphreys (T-AO 188)
 USNS Henry J. Kaiser (T-AO 187)
 USNS Kanawha (T-AO 196)
 USNS Laramie (T-AO 203)
 USNS John Lenthall (T-AO 189)
 USNS Patuxent (T-AO 201)
 USNS Pecos (T-AO 197)
 USNS Rappahannock (T-AO 204)
 USNS Tippecanoe (T-AO 199)
 USNS Yukon (T-AO 202)

Dry Cargo/Ammunition Ships - 11

USNS Carl Brashear (T-AKE 7)
 USNS Richard E. Byrd (T-AKE 4)
 USNS Washington Chambers (T-AKE 11)*
 USNS Lewis and Clark (T-AKE 1)
 USNS Charles Drew (T-AKE 10)
 USNS Amelia Earhart (T-AKE 6)
 USNS Robert E. Peary (T-AKE 5)
 USNS Matthew Perry (T-AKE 9)
 USNS Sacagawea (T-AKE 2)
 USNS Wally Schirra (T-AKE 8)
 USNS Alan Shepard (T-AKE 3)

Fast Combat Support Ships - 4

USNS Arctic (T-AOE 8)
 USNS Bridge (T-AOE 10)
 USNS Rainier (T-AOE 7)
 USNS Supply (T-AOE 6)

Fleet Ocean Tugs - 4

USNS Apache (T-ATF 172)
 USNS Catawba (T-ATF 168)
 USNS Navajo (T-ATF 169)
 USNS Sioux (T-ATF 171)

Rescue and Salvage Ships - 4

USNS Grapple (T-ARS 53)
 USNS Grasp (T-ARS 51)
 USNS Safeguard (T-ARS 50)
 USNS Salvor (T-ARS 52)

Hospital Ships - 2

USNS Comfort (T-AH 20) ROS-5**
 USNS Mercy (T-AH 19) ROS-5**

Ammunition Ships - 1

USNS Flint (T-AE 32)

* Not yet operational
 **Reduced operating status
 (ready to get underway in 5 days)

MSC fleet replenishment oiler USNS Yukon leads Japanese ships during a joint forces passing exercise in the Pacific Ocean in June. Photo by MC3 Class Dominique Pineiro.

In FY 2011, Naval Fleet Auxiliary Force, or NFAF, ships were available for tasking an average of 276 days for underway replenishment to Navy combatants.

All NFAF ships are government-owned and are operated by CIVMARs. During the year, NFAF ships pumped more than 1.1 billion gallons of ship propulsion and aviation fuels and delivered almost 5.2 million square feet of cargo, ammunition and stores for U.S. Navy and coalition surface combatants in support of Operation Enduring Freedom, Operation New Dawn and other fleet missions. NFAF ships also provided vital life-sustaining supplies and medical treatment for humanitarian assistance and disaster relief operations abroad.

Fleet Replenishment Oilers

MSC operated 15 fleet replenishment oilers worldwide in FY 2011, with seven Atlantic Ocean-based ships conducting operations in the U.S. 2nd Fleet area of operations and successful deployments to the Mediterranean Sea and Arabian Gulf, while eight Pacific Ocean-based ships continued their mission of sustaining Navy surface units throughout the U.S. 3rd, 5th and 7th fleets. MSC fleet replenishment oilers provided a variety of fuels for ship propulsion, aircraft operations and power generation to Navy and allied combatants and auxiliaries.

Dry Cargo/Ammunition Ships

USNS Charles Drew, the 10th ship delivered to MSC, became operational, joining the nine other dry cargo/ammunition ships supporting the fleet. USNS Washington Chambers, the 11th ship, was delivered in February and was scheduled to be operational early in FY 2012.



The multi-product capabilities of this class of ships enabled MSC to provide food, fuel, spare parts and potable water to Navy and allied surface ships. The dry cargo/ammunition ships were designed to replace MSC's aging combat stores ships and ammunition ships.

At the end of FY 2011, 12 of the dual-purpose ships were in the MSC force – four Atlantic-based ships and eight Pacific-based ships.

Fast Combat Support Ships

Throughout the year, the four fast combat support ships kept Navy surface fleets supplied and combat ready worldwide by providing parts, supplies and fuel at sea. USNS Arctic deployed with U.S. 2nd Fleet in the Atlantic Ocean. USNS Supply supported U.S. 2nd, 5th and 6th fleets at various times during the year, operating in the Atlantic Ocean, the Mediterranean Sea, the Indian Ocean and the Arabian Gulf. USNS Rainier worked with U.S. 3rd, 4th and 7th fleets in the Pacific Ocean, while USNS Bridge supported U.S. 3rd, 5th and 7th fleets in the Pacific Ocean, Indian Ocean and Arabian Gulf.

MSC dry cargo/ammunition ship USNS Carl Brashear maneuvers to conduct an underway replenishment with aircraft carrier USS George Washington near the Korean Peninsula in December 2010. Photo by MC3 David Cox.

Fleet Ocean Tugs

Fleet ocean tugs USNS Apache, USNS Navajo and USNS Sioux provided towing, salvage, training, submarine sea trials, submarine rescue and diving and recompression-system support in the Atlantic and Pacific oceans. USNS Apache provided most of the submarine





USNS Apache is one of MSC's four ocean-going tugs that provide the U.S. Navy with towing services and operate as platforms for Navy divers in the recovery of downed aircraft and ships. Photo by Lee Wahler.

support in the Atlantic as the only MSC vessel equipped to respond to the submarine fleet's needs. USNS Catawba provided vital re-supply efforts to the Al-Basrash oil terminal off the coast of Iraq in support of missions in the U.S. 5th Fleet area of responsibility.

Rescue and Salvage Ships

Military Sealift Command's rescue and salvage ships operated as platforms for rescue and salvage work using embarked Navy dive teams. The ships also provided additional towing capabilities for the Navy. USNS Grasp and USNS Grapple spent the summer months deployed in support of U.S. 6th Fleet operations and an Africa Partnership Station mission, enabling embarked personnel to share knowledge and training with allied navies in the region. USNS Safeguard supported Operation Tomodachi, DOD's earthquake and tsunami relief operations in Japan. Safeguard's work was vital to opening Japanese ports to facilitate other relief efforts.

MSC's rescue and salvage units kept busy supporting mine recoveries, ship-sink exercises, dive-and-salvage training and towing operations. USNS Safeguard participated in exercise

Cooperation Afloat Readiness and Training 2011, part of regularly scheduled military training exercises with several Southeast Asian nations. For more details, see the exercise table in the Appendix.

Hospital Ships

USNS Comfort deployed to the U.S. 4th Fleet area of operations in support of Operation Continuing Promise 2011, serving as a platform for humanitarian aid and civic assistance during a five-month mission to the Caribbean and Central and South America. As the fiscal year drew to a close, USNS Mercy continued preparations for the next scheduled Pacific Partnership deployment, a similar mission to nations on the Pacific Rim and in Southeast Asia.



Ammunition Ships

The last remaining MSC ammunition ship, USNS Flint, continued its mission of providing ammunition to the fleet.

Commercial Helicopters

Four commercial helicopter detachments under contract to MSC provided vertical replenishment services for Navy operations in the Mediterranean Sea, the Arabian Gulf and the Western Pacific Ocean, all aboard MSC dry cargo/ammunition ships. The Norfolk-based commercial helicopter detachment alternated deployments aboard USNS Robert E. Peary and USNS Lewis and Clark. This detachment delivered dry cargo and fresh food to U.S. 2nd, 5th and 6th fleets.

The three other commercial helicopter detachments were forward deployed to Guam and provided vertical replenishment services to U.S. 5th and 7th fleet ships from MSC's forward-based dry cargo/ammunition ships. Guam-based Detachment Alpha embarked on USNS Carl Brashear for U.S. Pacific Fleet operations. Detachment Bravo aboard USNS Richard E. Byrd supported Pacific Partnership 2011. Detachment Charlie alternated deployments aboard USNS Carl Brashear and USNS Alan Shepard.

During a vertical replenishment with MSC dry cargo and ammunition ship USNS Alan Shepherd in the Gulf of Aden, two boatswain's mates hook a cargo net to a Puma helicopter aboard the guided-missile destroyer USS Mitscher. Photo by MC3 Deven B. King.

Commercial Helicopter Operations (FY 2011)

Flight Hours

Mission	635
Training	160
Flight Check	26
Total	821

Cargo

Total Tons	19,508
Total Pallets	22,869
Total Passengers	1,034
Total Lifts	9,165

Special Mission Ships - 26

(as of Sept. 30, 2011)

Submarine and Special Warfare Support Ships - 8

MV HOS Arrowhead
 MV HOS Black Powder
 MV C-Champion
 MV C-Commando
 MV Dolores Chouest
 MV HOS Dominator
 MV HOS Eagle View
 MV HOS Westwind

Oceanographic Survey Ships - 6

USNS Bowditch (T-AGS 62)
 USNS Bruce C. Heezen (T-AGS 64)
 USNS Henson (T-AGS 63)
 USNS Pathfinder (T-AGS 60)
 USNS Mary Sears (T-AGS 65)
 USNS Sumner (T-AGS 61)

Ocean Surveillance Ships - 5

USNS Able (T-AGOS 20)
 USNS Effective (T-AGOS 21)
 USNS Impeccable (T-AGOS 23)
 USNS Loyal (T-AGOS 22)
 USNS Victorious (T-AGOS 19)

Missile Range Instrumentation Ships - 2

USNS Invincible (T-AGM 24)
 USNS Observation Island (T-AGM 23)

Submarine Tenders - 2

USS Emory S. Land (AS 39)
 USS Frank Cable (AS 40)

Navigation Test Support Ship - 1

USNS Waters (T-AGS 45)

Cable Laying/Repair Ship - 1

USNS Zeus (T-ARC 7)

Command Ship - 1

USS Mount Whitney (LCC 20)

The Special Mission Program operated a variety of seagoing platforms in FY 2011 to support U.S. government agencies, including: U.S. Fleet Forces Command; the Oceanographer of the Navy; Commander, Pacific Fleet; Commander, Undersea Surveillance; the Navy's Strategic Systems Program Office; Naval Special Warfare Command; Commander, Navy Installations Command; the Navy's submarine forces; the U.S. Air Force; and the Environmental Protection Agency. Civilian mariners employed by companies under contract to MSC operated the majority of these ships. Agency-provided technicians, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks. Four special mission ships were crewed by CIVMARs. The program also provided contract management support for Navy Installations Command requirements for chartered harbor tugs and port operations.

Submarine and Special Warfare Support Ships

MSC operated eight chartered ships in support of the Navy's submarine and special warfare requirements. MV HOS Westwind, MV HOS Black



Navy ROTC midshipmen transfer from ballistic-missile submarine USS Rhode Island to MSC submarine and special warfare support ship MV HOS Westwind during a training deployment in the Atlantic Ocean in July. Photo by MC1 James Kimber.

Powder, MV HOS Eagle View and MV HOS Arrowhead provided submarine-escort support services for the Navy's submarine forces. MV HOS Dominator was delivered to MSC Jan. 31 to provide submarine rescue support. MV Dolores Chouest, MV C-Commando and MV C-Champion supported Naval Special Warfare Command requirements.

Oceanographic Survey Ships

MSC's six oceanographic survey ships used precise multi-beam, wide-angle, hydrographic sonar systems to collect water-depth measurements and other related data. The information was used to produce accurate charts and other products for Navy warfighters. For example, USNS Bruce C. Heezen supported hydrographic surveys in the harbor area of Maputo, Mozambique, and USNS Bowditch conducted harbor surveys in Vietnam.

In addition to survey work, USNS Sumner, with its naval mobile instrumentation system, provided down-range missile tracking for the Navy's Strategic Systems Program Office.



Systems engineers inspect sensing gliders aboard MSC oceanographic survey ship USNS Pathfinder in San Diego in November 2010. Photo by Rick Naystatt.

Ocean Surveillance Ships

In the Western Pacific Ocean, five ocean surveillance ships – USNS Effective, USNS Loyal, USNS Impeccable, USNS Victorious and USNS Able – continued to provide direct support to U.S. 7th Fleet units by listening for undersea threats. In addition, Impeccable and Able supported the fleet with low-frequency active systems and passive arrays. Effective was also fitted with this capability late in 2010 and later underwent testing of the new equipment.

Missile Range Instrumentation Ships

Missile range instrumentation ships USNS Observation Island in the Western Pacific Ocean and USNS Invincible in the Indian Ocean and Arabian Sea supported the U.S. Air Force as seaborne platforms for radar systems that collected data on theater ballistic missiles launched by various countries, as well as domestic test flights of other missiles.

Submarine Tenders

The Navy's submarine tenders operated with hybrid crews composed of CIVMARs performing navigation, deck, engineering, galley and laundry services, and active-duty sailors providing submarine maintenance and repair capabilities, each ship under the leadership of a Navy captain.

USS Emory S. Land provided forward area repair and service facilities for U.S. submarines from Diego Garcia in the Indian Ocean in early FY 2011. While supporting missions for Commander, Submarine Forces, Pacific, Land visited ports in Bahrain, United Arab Emirates, Seychelles and India. USS Frank Cable, transferred to MSC from the combatant fleet in February 2010, completed several upgrades to support CIVMAR operation and began working in FY 2011.

Navigation Test Support Ship

Navigation test support ship USNS Waters continued operations in both the Atlantic and Pacific oceans, supporting weapons and navigation systems testing for the Navy's Strategic Systems Program Office.

Cable Laying/Repair Ship

USNS Zeus continued as the Navy's only cable laying/repair ship. The ship completed an overhaul and dry-docking availability in Norfolk in March 2011 and began conducting missions in the Pacific Ocean.

Command Ship

Command ship USS Mount Whitney, a ship designed to accommodate the leadership and control elements of a fleet, continued to support U.S. 6th Fleet operations in FY 2011. Like the submarine tenders, Mount Whitney operated with a hybrid crew. The active-duty sailors were responsible for communications, mission requirements and weapons systems.

Three MSC-contracted harbor tugs assist guided-missile destroyer USS Oscar Austin and the guided-missile frigate USS Nicholas in departing Naval Station Norfolk ahead of Hurricane Irene in August. Photo by MC 2 Eric S. Garst.

Harbor Tug Services

The Special Mission Program continued to manage the Navy's harbor tug contracts worldwide. MSC administered contracts that provided on-call civilian harbor tugs in 13 ports and time-charter tugs in eight ports.

MSC transferred management of the port service contracts back to Commander, Naval Installation Command.



Environmental Protection Agency

MSC contracted for the operation and maintenance of ocean survey vessel OSV Bold to support the Environmental Protection Agency. Bold helped monitor and assess the impact of human activities and natural ecological disturbances on ocean and coastal waters. Data collected by Bold's mission crew enabled observation of the changes caused by pollution and aided in developing strategies to protect and preserve ocean and coastal resources.



OSV Bold is the Environmental Protection Agency's only ocean and coastal monitoring ship. Bold, a converted MSC T-AGOS-class ship, is equipped with state-of-the-art equipment, including side-scan sonar, underwater video, water-sampling instruments and sediment-sampling devices. MSC contracted for the operation and maintenance of this ship on behalf of the EPA. U.S. Environmental Protection Agency photo by Cindy Falvey.

Prepositioning Ships - 31

(as of Sept. 30, 2011)

Maritime Prepositioning Force Ships - 15

Squadron One

- USNS 2ND LT John P. Bobo (T-AK 3008)
- USNS PFC Eugene A. Obregon (T-AK 3006)
- USNS Sisler (T-AKR 311)
- USNS LCPL Roy M. Wheat (T-AK 3016)

Squadron Two

- USNS SGT William R. Button (T-AK 3012)
- USNS Lawrence H. Gianella (T-AOT 1125)
- USNS SGT Matej Kocak (T-AK 3005)
- USNS 1ST LT Baldomero Lopez (T-AK 3010)
- USNS GYSGT Fred W. Stockham (T-AK 3017)
- USNS Seay (T-AKR 302)

Squadron Three

- USNS Dahl (T-AKR 312)
- USNS 1ST LT Jack Lummus (T-AK 3011)
- USNS 1ST LT Harry L. Martin (T-AK 3015)
- USNS MAJ Stephen W. Pless (T-AK 3007)
- USNS PFC Dewayne T. Williams (T-AK 3009)

Army Prepositioned Stocks Ships - 8

LMSRs

- USNS Charlton (T-AKR 314)
- USNS Pomeroy (T-AKR 316)
- USNS Red Cloud (T-AKR 313)
- USNS Soderman (T-AKR 317)
- USNS Watkins (T-AKR 315)
- USNS Watson (T-AKR 310)

Container Ships

- MV SSG Edward A. Carter Jr. (T-AK 4544)
- MV LTC John U.D. Page (T-AK 4543)

Navy, Defense Logistics Agency and Air Force Ships - 8

Defense Logistics Agency (OPDS)

- MV VADM K.R. Wheeler (T-AG 5001)

U.S. Air Force (Container Ships)

- MV CAPT Steven L. Bennett (T-AK 4296)
- MV TSGT John A. Chapman (T-AK 323)

Aviation Logistics Support Ships

- SS Curtiss (T-AVB 4)*
- SS Wright (T-AVB 3)*

High-Speed Vessels (Catamaran)

- HSV Westpac Express (HSV 4676)
- HSV 2 Swift (HSV 2)

Prepositioning T-AKE

- USNS William McLean (T-AKE 12)

*Reduced operating status

By the end of FY 2011, MSC operated 31 prepositioning ships that strategically placed U.S. combat equipment and supplies afloat around the globe, ready for rapid delivery ashore when needed. Most of the ships were assigned to sites in the Mediterranean Sea, Eastern Atlantic Ocean, Indian Ocean and Western Pacific Ocean. Some prepositioning ships were also based at ports in the United States, pending completion of ship- or cargo-maintenance periods. Two aviation logistics support ships and several large, medium-speed, roll-on/roll-off ships, or LMSRs, were maintained in reduced operating status, or ROS, on the U.S. East and West coasts for at least part of the year.

Prepositioning ships supported three broad mission areas:

- Maritime Prepositioning Force Ships, or MPF,
- Army Prepositioned Stocks, or APS, and
- Navy, Defense Logistics Agency and Air Force, or NDAF.

Maritime Prepositioning Force

MPF ships were divided into three squadrons, each commanded by a Navy captain, and each carrying forward-deployed U.S. Marine Corps combat and sustainment equipment and supplies for a Marine Expeditionary Brigade for rapid employment across the full range of wartime and peacetime operations. When unloaded, the ships are available to support MSC's Sealift Program for point-to-point transport of DOD cargo. Nearly all of the MPF ships can deliver cargo either in-stream or across a pier, as needed, and can also support rotary-wing aviation operations.

From January to March, Maritime Prepositioning Ship Squadron Three, or MPS Squadron Three, ships USNS 1ST LT Jack Lummus and USNS 1ST LT Harry L. Martin participated in exercise Freedom Banner in Thailand. The first phase of Freedom Banner included the offload and assembly of the Improved Navy Lighterage System, or INLS, which consists of various causeway sections and tugs used to off-load combat equipment and supplies where conventional port facilities may be damaged, inadequate or non-existent. The INLS assembles at sea and connects together like building blocks to form ferries, causeway piers or a large staging area for cargo called a Roll-on/Roll-off Discharge Facility.

Later in March, MPS Squadron Two ship USNS SGT William R. Button helped the U.S. Navy and Marine Corps test their ability to move combat equipment between ship and shore during exercise Pacific Horizon off the coast of Southern California. Then, in July, MPS Squadron One ship USNS 2ND LT John P. Bobo acted as the command ship during exercise African Lion 2011 when heavy weather made a Joint Logistics Over-The-Shore, or JLOTS, evolution unsafe. The MPS Squadron One commander acted as the maritime component commander, supporting a pierside offload from USNS Pililaa, one of MSC's LMSRs from the Sealift Program. For more details on both of these exercises, see the exercise table in the Appendix.



During early FY 2011, USNS Sisler, an MPS Squadron One LMSR, underwent extensive modifications that included upgrading the helicopter deck, adding habitability spaces and modifying the stern ramp to launch amphibious vehicles. The conversion improved the ship's capabilities to meet MPF mission requirements.

USNS Seay became the first Bob Hope-class LMSR to be part of MPS Squadron Two in March.

Army Prepositioned Stocks

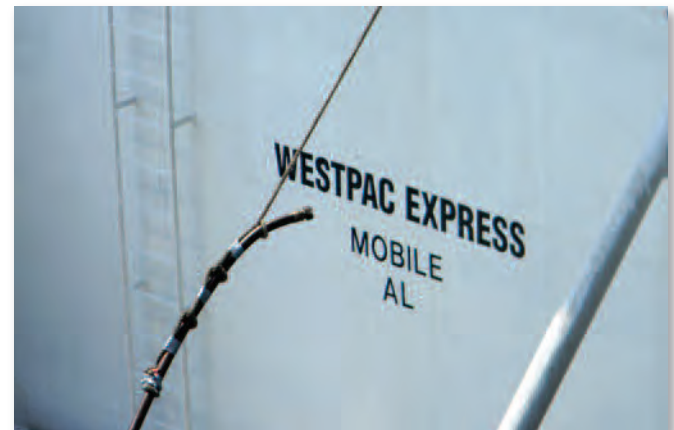
Six Watson-class LMSRs and two container ships supported the APS program in FY 2011. USNS Charlton, one of the LMSRs, was loaded with brigade combat team equipment and joined LMSRs USNS Watson and USNS Soderman in the Western Pacific Ocean, while LMSRs USNS Pomeroy and USNS Watkins were loaded with sustainment supplies and joined container ships MV SSG Edward A. Carter Jr. and MV LTC John U.D. Page at Diego Garcia. The remaining LMSR, USNS Red Cloud, entered a 90-day regulatory overhaul and will join its sister vessels at Diego Garcia in the Indian Ocean in early 2012.



Navy, Defense Logistics Agency and Air Force

The final component of MSC's Prepositioning Program is made up of a diverse array of ships that support the Navy, DLA, Air Force and Marine Corps.

Early in 2011, high-speed vessel HSV 2 Swift departed Mayport, Fla., to participate in the Navy's Southern Partnership Station 2011 mission, facilitating cooperation, interaction and communication between regional partners' civil and maritime services. Building on the success of previous Southern Partnership Station missions in 2009 and 2010, the 2011 mission included the western coast of South America. Ports of call included: Port-Au-Prince, Haiti; Guantanamo Bay, Cuba; Manta, Ecuador; Callao, Peru; Antofagasta, Talcahuano and Valparaiso, Chile; San Jose, Costa Rica; La Union and Corinto, Nicaragua; and San Lorenzo, Honduras.



PREPOSITIONING

In April, Swift participated in exercise African Lion 2011 in the Mediterranean Sea, moving more than 200 personnel and 600 measurement tons of cargo, and making a total of 13 stops in support of the exercise. From the end of June through September, Swift worked with other Navy ships during Africa Partnership Station 2011, with cooperative exchanges in Dakar, Senegal; Tema, Ghana; Libreville, Liberia; Lagos, Nigeria; Cotonou, Benin; and Batul, Gambia.

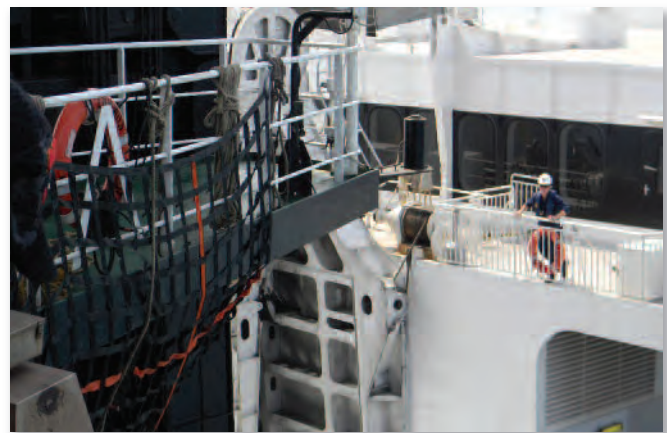
Two container ships, MV TSGT John A. Chapman and MV CAPT Steven L. Bennett, supported Air Force munitions requirements during the year.

Two aviation logistics support ships, SS Wright and SS Curtiss, supported Marine Corps rotary-wing aircraft repair. SS Wright also supported a training evolution for Canadian Forces.

High-speed vessel Westpac Express, an MSC-chartered ship operated for the 3rd Marine Expeditionary Force, continued to move Marines and their equipment between locations in the Far East in support of training requirements. During FY 2011, the ship moved more than 4,000 Marines and 7,000 tons of equipment during 26 missions, including Operation Tomodachi in support of the Japanese tsunami relief. During exercise Cobra Gold in February, Westpac Express conducted the first-ever stern-to-stern mooring and refueling from MPF ship USNS Lummus while anchored off Chuk Samet, Thailand.



Photos (left to right): MSC-chartered high-speed vessel Westpac Express and Maritime Prepositioning Force ship USNS 1ST LT Jack Lummus conduct a first-of-its-kind astern refueling operation off the coast of Thailand in February. Photos by Ens. Justin Bennett.





MSC-chartered MV VADM K.R. Wheeler, an offshore petroleum distribution ship, can pump fuel to beach facilities from up to eight miles offshore, providing fuel to ground forces. Navy photo.

MV VADM K.R. Wheeler, an offshore petroleum distribution system ship, or OPDS ship, continued service in the Western Pacific Ocean in FY 2011. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel for tactical ground forces to beach facilities from up to eight miles offshore.

In February, SS Cape Jacob, an activated Ready Reserve Force, or RRF, ship from the Maritime Administration, or MARAD, was returned to the RRF. This ship had been supporting NDAF with prepositioned, palletized ammunition for the Navy in the Western Pacific for 13 years, at times standing in for MSC ammunition ships when the need arose. MARAD is responsible for maintaining and crewing the 48 militarily useful ships of the RRF, which are maintained in ROS at ports around the United States. When activated, RRF ships come under MSC operational control.

On Sept. 28, dry cargo/ammunition ship USNS William McLean became the first Lewis and Clark-class dry cargo/ammunition ship to join the Prepositioning Program.

Sealift Ships - 16

(as of Sept. 30, 2011)

**Large, Medium-Speed, Roll-On/
Roll-Off Ships (Surge) - 10**

USNS Benavidez (T-AKR 306)
 USNS Brittin (T-AKR 305)
 USNS Fisher (T-AKR 301)
 USNS Gilliland (T-AKR 298)
 USNS Gordon (T-AKR 296)
 USNS Bob Hope (T-AKR 300)
 USNS Mendonca (T-AKR 303)
 USNS Pililaau (T-AKR 304)
 USNS Shughart (T-AKR 295)
 USNS Yano (T-AKR 297)

Tankers - 3

MT Empire State (T-AOT 5193)*
 MT Evergreen State (T-AOT 5205)*
 MV Transpacific*

Dry Cargo Ships - 3

T/B Megan Beyel/MOBRO 1210*
 MV Mohegan (T-AK 5158)*
 MV Virginian (T-AK 9205)*

*Long-term charter

USNS Spearhead, the first of the Navy's joint high-speed vessels designed for rapid intra-theater transport of troops and military equipment, was christened in September and is scheduled to be delivered to MSC in FY 2012. Photo by Austal USA.

M

SC's Sealift Program delivers the combat and other military cargo needed by U.S. warfighters around the globe wherever and whenever required. In FY 2011, the program supported Operation New Dawn, Operation Enduring Freedom, military exercises and other day-to-day missions for DOD.

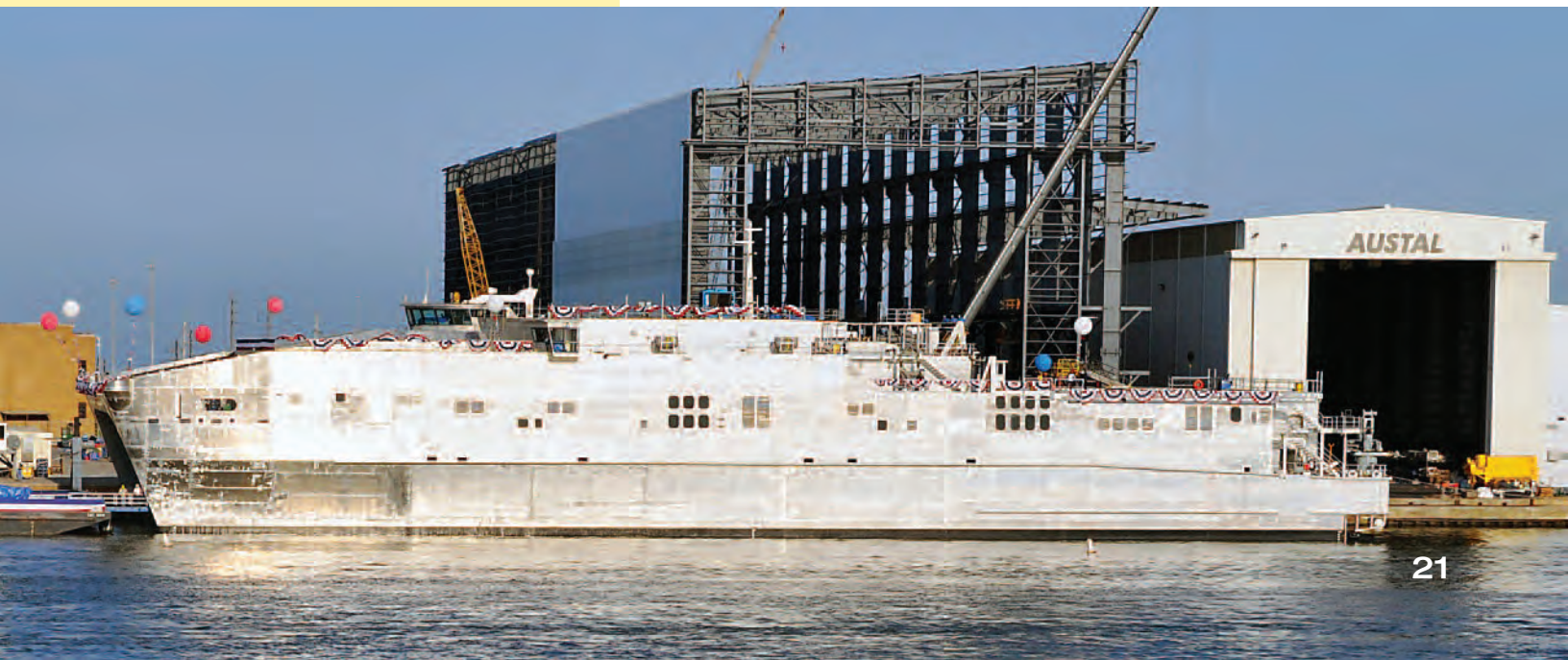
The Sealift Program operated 10 government-owned/contractor-operated surge LMSRs six long-term chartered dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships. Also, the program had access to 48 ships of the RRF, a fleet of militarily useful ships maintained in ROS for use as surge sealift assets at ports in the United States. By policy, MSC must first look to the U.S.-flagged commercial market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

In September, the nation's first joint high-speed vessel, USNS Spearhead, was christened in Mobile, Ala. MSC will operate the Spearhead-class ships for the DOD under the Sealift Program.

Tankers

Fiscal year 2011 was a period of transition for MSC tankers as three government-owned tankers – USNS Richard G. Matthiesen, USNS Samuel Cobb and USNS Paul Buck – were deactivated and transferred to MARAD's National Defense Reserve Fleet, or NDRF, a reserve of approximately 175 ships for national defense and national emergencies. The program consists primarily of dry cargo ships with some tankers and military auxiliaries. All are kept at a lower level of readiness.

During FY 2011, two new, long-term chartered tankers, MV Empire State and MV Evergreen State, began operations in October and January respectively. In addition to these two ships, a number of short-term voyage- and time-chartered U.S.-flagged ships – including MV Maersk Michigan, MV Maersk Rhode Island and MV Houston – transported military cargo in U.S. waters, the Mediterranean Sea and the Middle East. Two ships,



Newly built tanker MT Empire State came under charter to MSC in October 2010. Photo by Ken Wright.



MV Transpacific and MV Bro Hawaii, provided U.S.-flagged, shallow-draft support to cargo movements in the Far East. Additionally, 37 foreign-flagged charters were used to supplement the U.S.-flagged tankers. Of the total fuel moved by MSC in FY 2011, 68 percent was carried on U.S.-flagged tankers.

In January, USNS Richard Matthiesen completed the annual fuel delivery to McMurdo Station, Antarctica. It was Matthiesen's last mission prior to deactivation and transfer to the NDRF. Matthiesen was the last of MSC's T5 Champion-class tankers. MSC chartered tanker MT Afrodite supported the annual fuel delivery to Thule Air Base, Greenland, in July. These missions were performed in extreme climates and provided the only fuel that those locations were able to receive during the year.

Dry Cargo Ships

During FY 2011, MSC operated a variety of dry cargo ships as they moved exercise equipment, combat equipment and ammunition supporting U.S. force rotations in Operation New Dawn and Operation Enduring Freedom. Thirty-six different dry cargo ships – a mixture of commercial ships and government-owned ships – delivered more than 7 million square feet of cargo supporting worldwide operations.

Dry cargo ships moved five Iraqi patrol boats from the U.S. Gulf Coast to the Arabian Gulf as part of the U.S. Foreign Military Sales program. The patrol boats were lifted onto a barge at the boat builder's facility in Louisiana for the trip to the load port in Texas. Next, the boats were lifted off the barge and onto a heavy-lift vessel for transport to Iraq.

MSC dry cargo ships continued to have a global presence as they supported exercises Talisman Sabre in Australia, Beyond The Horizons in El Salvador and Cobra Gold in Thailand. See the exercise table in the Appendix for more details.

Dry cargo ships also supported the annual supply deliveries to Thule Air Base and McMurdo Station, as well as delivering material for Iraqi patrols of oil platforms in the Arabian Gulf and replenishing war reserve stocks for allies in various worldwide ports.

Large, Medium-Speed, Roll-On/Roll-Off Ships — Surge

Ten surge LMSRs were maintained pier-side in ROS, able to sail within four days of receiving an activation order. The ships were berthed at strategic ports on the U.S. East, West and Gulf coasts in accordance with USTRANSCOM sighting requirements. Surge LMSRs are especially



MSC large, medium-speed, roll-on/roll-off ship USNS Mendonca off-loads Army helicopters destined for Iraq and Afghanistan in November 2010 in Pearl Harbor. Navy photo by Meghan Patrick.

suited for transporting heavy, armored or outsized unit equipment such as tanks; mine-resistant, ambush-protected vehicles, or MRAPs; up-armored Humvees; and helicopters.

From Oct. 25 to Nov. 18, 2010, USNS Mendonca was activated to lift 14 Chinook helicopters and several dozen containers of material from Dundalk Terminal in Baltimore to Honolulu. With a follow-on cargo movement from Nov. 19, to Dec. 14, 2010, Mendonca loaded and delivered more than 200,000 square feet of Army cargo for the 25th Infantry Division from Pearl Harbor to San Diego. Mendonca then reported to its new West Coast layberth in Bremerton, Wash., to meet USTRANSCOM strategic siting requirements.

From May through July, USNS Pililauu participated in exercise African Lion, a Joint Chiefs

of Staff exercise in the AFRICOM area of responsibility off the coast of Morocco. Pililauu loaded more than 200 military vehicles and containers internally and carried an extensive weather deck cargo of Navy and Army modular causeway system units and Army warping tugs and other craft to construct a Roll-on/Roll-off Discharge Facility for the JLOTS portion of the exercise. JLOTS demonstrates U.S. capability to bring equipment, supplies and personnel from ship to shore where port access is denied or delayed, or where ports are non-existent, damaged or inadequate due to a natural disaster. When the JLOTS portion of the exercise was cancelled due to severe weather, Pililauu delivered all African Lion cargo pierside at Agadir, Morocco.

Ready Reserve Force Ships

The 48 ships of the RRF include 27 roll-on/roll-off ships, eight Fast Sealift Ships, six crane ships, two Seabee ships, two lighterage-aboard ships, an offshore petroleum discharge system tanker and two aviation logistics support ships that support MSC’s Prepositioning Program.

All RRF ships are berthed on the U.S. East, West and Gulf coasts near potential military load sites and are maintained and crewed by ship management companies under contract to MARAD. When activated, RRF ships come under MSC’s operational control.

The 27 roll-on/roll-off ships and the eight Fast Sealift Ships were maintained in five-day ROS with 10-person crews aboard.

Ready Reserve Force - 48*
(as of Sept. 30, 2011)

Roll-On/Roll-Off Ships	27
Fast Sealift Ships	8
Crane Ships	6
Lighterage-Aboard Ships	2
Seabee Ships	2
Aviation Logistics Support Ships	2*
OPDS Tanker	1

*Two aviation logistics support ships are also counted in the Prepositioning Program.

A crane loads two U.S.-built Iraqi patrol boats onto MSC-activated, Maritime Administration’s Ready Reserve Force roll-on/roll-off ship MV Cape Trinity in June for a month-long voyage from Houston to Bahrain. Photo by Victoria DeLouise.





MSC Subordinate Commands

- Military Sealift Fleet Support Command
- Military Sealift Command Atlantic
- Military Sealift Command Pacific
- Military Sealift Command Europe and Africa
- Military Sealift Command Central
- Military Sealift Command Far East

MSC civil service mariner Second Officer Shari Lee navigates MSC hospital ship USNS Comfort near Jamaica in April. Photo by Air Force Staff Sgt. Alesia Goosic.

Military Sealift Fleet Support Command

MSFSC, headquartered in Norfolk, Va., crews, trains, equips and maintains the government-owned/government-operated ships of MSC's fleet. MSFSC handles all personnel functions for the nearly 5,500 assigned CIVMARs. Training centers in Freehold, N.J., and San Diego, and CIVMAR support units in San Diego and Norfolk were maintained within the MSFSC organization to facilitate mariner training, ship assignments and travel. In addition, six MSC SSUs located in Italy, Bahrain, Singapore, Japan, San Diego and Guam provided a regional presence.

Throughout FY 2011, MSFSC received 1,871 CIVMAR employment applications and hired and provided training for 557 new CIVMARs. By the end of the fiscal year, MSC's total CIVMAR workforce comprised 5,492 mariners. In the year to come, MSC expects to hire 300 to 500 additional CIVMARs to meet crewing requirements.

In early November, in an ongoing effort to increase diversity within the workforce, eight female CIVMARs represented MSC at the Maritime Administration's annual Women on the Water Conference, held at Texas A&M University, in Galveston, Texas. CIVMARs served as role models for the nearly 200 maritime academy cadets in attendance.

Also in November, MSFSC held its first Principle Port Engineers' Conference. Hosting 96 participants, MSFSC had government and maritime industry leaders speak on such topics as industry best practices, budgeting, small business, legal issues and safety management systems.

Early in calendar year 2011, CIVMARs aboard fleet replenishment oiler USNS Kanawha and dry cargo/ammunition ships USNS Lewis and Clark and USNS Robert E. Peary shuttled supplies to U.S. Navy and coalition ships operating north of the Libyan coast in support of operations Odyssey Dawn and Unified Protector. CIVMARs aboard these three ships successfully performed 20 at-sea replenishments and transported more than 100 sailors and Marines to and from forward deployed units. CIVMARs aboard command ship USS Mount Whitney, also on scene, worked to support the command ship's operations.

Simultaneously, on the other side of the globe, more than 700 CIVMARs assigned aboard seven MSC government-owned/government-operated ships provided humanitarian support to the victims of the 9.0-magnitude earthquake and subsequent tsunami that struck Japan. First on the scene was fast combat support ship USNS Bridge, followed within days by fleet replenishment oilers USNS Pecos and USNS Rappahannock and dry cargo/ammunition ships USNS Matthew Perry, USNS Carl Brashear and USNS Richard E. Byrd.

MSFSC was presented the Blue "H" award, Gold Star, at the Armed Forces Public Health Conference, in a March ceremony held in Hampton, Va. The award honored the highest level of achievement for health promotion in the Navy and was presented by the Navy Surgeon General. Also receiving an award was MSC SSU Singapore, which earned the Blue "H" award, Bronze Anchor.

In May, MSFSC received the Secretary of the Navy Office of Small Business Programs Director's Award for FY 2010, and in June, the command was awarded the 2010 Nathaniel Stinson Activity Equal Employment Opportunity Program Achievement Award for a large component.

Military Sealift Command Atlantic — Norfolk, Va.

MSCLANT maintains operational control of all assigned MSC ships in the Western Atlantic Ocean and Gulf of Mexico area of responsibility, from North America to South America. Primarily responsible for the execution of strategic sealift missions, MSCLANT also provides at-sea logistics support to the U.S. Navy's 2nd and 4th fleets. The command maintains daily oversight of approximately 35 ships in support of global Navy and DOD operations.



Civil service mariners and military personnel work together to moor MSC submarine tender USS Frank Cable as the ship returns to Guam from an underway period in November 2010. Photo by MC Seaman Corey Hensley.



In FY 2011, the command was the point of origin for MSC ships loaded with fuel and supplies destined to support Navy combatant ships in the Mediterranean Sea, in and around Africa and in the Arabian Gulf. MSCLANT ships deployed 12 times during this period and supported six major exercises.

The command assisted the successful deployment of hospital ship USNS Comfort to the U.S. 4th Fleet area of responsibility for humanitarian assistance missions to various Latin American and Caribbean countries during Operation Continuing Promise 2011. In November 2010, high-speed vessel HSV 2 Swift began a five-month mission in the Caribbean and Latin America for Southern Partnership Station 2011. The primary goal of the embarked Navy, Marine Corps and Air Force units was information sharing with international navies, coast guards and civilian services throughout the region.

MSCLANT supported six major submarine force requirements and completed three major tows of decommissioned Navy ships – ex-USS Hawes, ex-USS Nassau and ex-USS Doyle – as well as the tow of a moored training ship from Charleston, S.C., to Norfolk for its 10-year overhaul. Additionally, fleet ocean tug USNS Apache supported an 18-day Joint POW/MIA Accounting Command mission as it endeavored to locate the remains of two U.S. servicemembers lost in a 1942 seaplane crash.

Throughout FY 2011, the command continued to play a crucial role in Operation New Dawn, Operation Enduring Freedom and other overseas contingency operations by providing oversight for the loading and discharge of more than 1.1 million square feet of military equipment and cargo and nearly 207 million gallons of fuel and other petroleum products.

Additionally, MSCLANT conducted Operation Trident Arch, the Navy's fleet hospital annual mission to Okinawa, Japan, for change out of the existing fleet hospital support equipment. Heavy-lift/multipurpose vessel MV HR Constellation was chartered by MSC for the mission and carried more than 1,300 tons of support equipment to Japan, returning with more than 1,900 tons of retrograde equipment needing refurbishment.

Chartered tanker MT Afrodite and MV Industrial Freedom, a 514-foot dry cargo ship, delivered nearly 11 million gallons of fuel, multiple pieces of snow-removal and roadway-maintenance equipment and more than 70 large containers loaded with everything from scientific research equipment to dry goods for the base exchange for Operation Pacer Goose, the annual resupply mission for Thule Air Base, Greenland. Retrograde cargo included 54 containers and cargo flat racks and more than 20 pieces of large break-bulk cargo for a total of nearly 6,900 measurement tons – a volumetric measurement equal to 276,000 cubic feet of cargo.

MSCLANT's anti-terrorism/force protection, or AT/FP, personnel conducted 40 spot checks on ships from New England to the Gulf of Mexico to evaluate their AT/FP readiness. The AT/FP staff also coordinated 12 high-threat/chokepoint transits of the Panama Canal and 22 armed U.S. Coast Guard and/or New Jersey State Police waterborne escorts for MSC vessels to and from port, all without incident. The staff

MSC hospital ship USNS Comfort civil service mariner Third Officer Edward Pollard operates one of Comfort's 33-foot utility boats near Nicaragua in June. The utility boats transport patients and personnel to and from shore when port conditions prevent Comfort from pulling pierrside. Photo by Meghan Patrick.



Adm. John Harvey, USFF commander, visits with Chief Engineer David Every aboard MSC dry cargo/ammunition ship USNS Sacagawea in February. Harvey used Sacagawea as his flagship during an ammunition download with an aircraft carrier off the coast of Virginia. Photos by Greg Redick.

also drafted 87 in-port security plans and facilitated five ship assessments by the Naval Criminal Investigative Service. All these efforts resulted in the command receiving the MSC 2011 Griff Hume Anti-terrorism Award for the fixed installation-small unit category.

In an MSC first, dry cargo/ammunition ship USNS Sacagawea served as flagship for USFF commander Adm. John Harvey in February. Harvey was observing an ammunition download from aircraft carrier USS Harry S. Truman off the Virginia Capes. The admiral spent time with the ship's crew and toured the vessel with MSC commander Rear Adm. Mark Buzby.

Military Sealift Command Pacific — San Diego

MSCPAC exercises operational control over MSC ships operating in U.S. 3rd Fleet's area of responsibility in the Eastern Pacific Ocean. Combat Logistics Force ships delivered food, fuel, supplies and ammunition to U.S. Navy combatants, allowing the vessels to remain at sea for extended periods. Other ships under MSCPAC's control transported vital military cargo to forces ashore and overseas in support of worldwide DOD missions.

One of MSCPAC's most critical sealift missions was Operation Deep

Freeze, the annual resupply of the McMurdo research station in Antarctica, a mission supported by MSC since 1955. In November 2010, the ice-hardened MSC-chartered container ship MV BBC Ems loaded bulk and containerized cargo at Port Hueneme, Calif., and sailed to McMurdo Sound, Antarctica, to discharge more than 7.5 million pounds of equipment, food and scientific instruments. The ship returned with an additional 7 million pounds of cargo – which ranged from 100,000-year-old ice core samples valued



at \$40 million for research, to trash and recyclable materials for disposal – for transport off the continent. In addition, government-owned tanker USNS Richard G. Matthiesen delivered more than 5.5 million gallons of crucial diesel, gasoline and jet fuel to McMurdo Station for vehicles and equipment. The fuel supported and sustained the community for the remainder of the year. MSC ships delivered 100 percent of the fuel and about 80 percent of the supplies that the researchers and support personnel who live and work across Antarctica needed to survive and work over the course of a year.

MSC dry cargo/ammunition ship USNS Wally Schirra and fleet replenishment oiler USNS Henry J. Kaiser departed San Diego Dec. 21, 2010, in support of the USS Carl Vinson Carrier Strike Group deployment to the western Pacific Ocean. This deployment was the first time a dry cargo/ammunition ship and a fleet replenishment oiler were paired for support of a U.S. 3rd Fleet carrier strike group. While deployed, Schirra and Kaiser provided logistics services, including fueling and replenishment of stores. Kaiser took on an increasingly demanding role during the deployment when Schirra remained in the U.S. 5th Fleet area of responsibility to support the fleet's request for additional forces. Kaiser returned to Hawaii to serve as the mid-Pacific oiler in early July.

In February, MSC fleet replenishment oiler USNS Guadalupe received the 2010 Department of Defense Anti-Terrorism Award for the deployed ship/unit category, marking the first time an MSC ship had won this prestigious award. Civil service mariner Mark Wilson, Guadalupe's chief mate, earned special mention for his standout role as the ship's anti-terrorism/force protection officer.

MPF ship USNS SGT William R. Button and RRF aviation logistics support ship SS Curtiss supported exercise Pacific Horizon 2011 in March off the coast of Camp Pendleton, Calif., testing the crew's ability to move combat equipment between ship and shore without the benefit of a developed port. During the exercise, Marines and sailors moved approximately 200 pieces of Marine



A Marine amphibious assault vehicle is driven onto a roll-on/roll-off discharge facility attached to Maritime Prepositioning Ship USNS SGT William Button near Camp Pendleton, Calif., in March. Photo by Marine Sgt. Jason Fudge.

Corps field equipment, including trucks, power trailers, 20-foot containers and Humvees, using an INLS from Button, which sat anchored approximately three miles off the coast of Camp Pendleton's Red Beach. Curtiss and its crew of 33 civilian mariners were featured in a separate part of the exercise while the ship operated 20 miles north of Button. There, Curtiss was used as a platform to conduct helicopter operations with Marine Aviation Logistics Squadron 39. Approximately 2,500 sailors and Marines participated in the exercise, assisted by the 64 U.S. merchant mariners making up the crews of Button and Curtiss.

MSCPAC hosted the Pacific Masters and Chief Engineers Conference April 4-6 in San Diego. The conference provided an opportunity for masters, chief engineers, area command staffs and MSFSC personnel to discuss Combat Logistics Force operations, scheduling, readiness and force protection. The conference included remarks from Navy Vice Adm. Richard Hunt, commander of U.S. 3rd Fleet, and Navy Rear Adm. Mark Buzby, MSC's commander.

MSC dry cargo/ammunition ship USNS Washington Chambers visited Valdez, Alaska, May 16-20 as part of the ship's sea trials.

In July, MSC fleet replenishment oiler USNS Guadalupe assisted the U.S. Coast Guard in San Diego in intercepting a small boat attempting to smuggle illegal drugs into the United States. After observing the 25-foot boat exhibiting suspicious behavior, Guadalupe's crew alerted local Coast Guard authorities. When the suspected smuggler departed the area at a high rate of speed, Guadalupe maintained contact on the boat until Coast Guard units could intercept and board. The boat, its crew and 112 bales of marijuana stowed aboard were all taken into custody as a result of Guadalupe's alert bridge watchstanders.

Navy Capt. Sylvester Moore relieved Navy Capt. Jerome Hamel as commander of MSC-PAC July 21.

Military Sealift Command Europe and Africa — Naples, Italy

MSCEURAF represents MSC in the Europe and Africa areas of responsibility, directing MSC ships that support U.S. European Command, or EUCOM; U.S. Africa Command, or AFRICOM; and USTRANSCOM. The MSCEURAF staff also supports Commander, Task Force 63 under U.S. 6th Fleet.

MSCEURAF is responsible for MSC ships deployed to or transiting through the region to conduct combat logistics, theater security cooperation, oceanographic survey, rescue, salvage, maritime repositioning and strategic sealift.

In FY 2011, MSCEURAF staff managed the operations of 61 ships in the EUCOM and AFRICOM areas of responsibility. These vessels made 507 port calls to 89 different locations.

MSC command ship USS Mount Whitney gets underway in the Mediterranean Sea in March to support Joint Task Force Odyssey Dawn operations near Libya. Photo by MC2 Daniel Viramontes.



Command personnel coordinated 101 transits through the Strait of Gibraltar and supported 11 MSC ships participating in U.S. and NATO military exercises.

The wave of demonstrations throughout the Middle East and Africa, known as “Arab Spring,” significantly increased the pace of operations for the MSCEURAF staff. MSC ships assigned to the U.S. 6th Fleet were vital in the initiation of Operation Odyssey Dawn in Libya, which later transitioned to the NATO-led Operation Unified Protector. Command ship USS Mount Whitney served as the U.S. 6th Fleet flagship and the command center for Navy ships, submarines, aircraft and personnel involved in the initial stages of the operation. MSC fleet replenishment oilers USNS Kanawha, USNS Big Horn, USNS Leroy Grumman and USNS John Lenthall and dry cargo/ammunition ships USNS Lewis and Clark, USNS Wally Schirra and USNS Robert E. Peary provided food, fuel and supplies to U.S. and NATO ships. From March to September, the Combat Logistics Force ships delivered more than 3.3 million gallons of diesel fuel and 136,000 gallons of aviation fuel during 73 replenishments at sea for the two operations, which represented more than 50 percent of the fuel expended by NATO units.

These hard-working ships were joined by fleet replenishment oiler USNS Patuxent, fast combat support ship USNS Arctic and dry cargo/ammunition ship USNS Sacagawea in FY 2011 as they provided services for 127 customer ships during 175 replenishment-at-sea events, supplying nearly 25 million gallons of diesel fuel and more than 4 million gallons of aviation fuel.

MSC-chartered high-speed vessel HSV 2 Swift deployed to AFRICOM to support Africa Partnership Station West from July to September 2011 to enhance the maritime capacity of our African nation partners. Swift visited seven nations and served as a mobile university for six training hubs throughout Central and West Africa. In all, Swift’s civilian crew and military detachment facilitated 20 courses and workshops, significantly increasing the maritime skills of 353 African partner nation personnel. The crew also played a vital role in the distribution of more than 70,000 pounds of Project Handclasp humanitarian, educational and goodwill materials to non-profit organizations in four of the countries Swift visited.

MPS Squadron One ship USNS 2ND LT John P. Bobo, Sealift Program LMSR USNS Pililaa, Swift and members of Navy Reserve MSCEURAF Headquarters unit and MSC expeditionary port units 104, 105, 107, 109 and 110 from Baltimore; Syracuse, N.Y.; Wilmington, Del.; Raleigh, N.C.; Jacksonville, Fla.; and Houston, Texas, participated in exercise African Lion off the

coast of Morocco. The JLOTS portion of the exercise was precluded by high seas, requiring Pililaa to conduct a pierside offload in the Moroccan port of Agadir. Swift supplemented ground transportation by moving 826.5 tons of exercise cargo from there to the port of Tan Tan, 150 miles away.

Kanawha participated in exercise Noble Mariner. MPS ship USNS LCPL Roy M. Wheat and Big Horn were part of exercise Phoenix Express. Kanawha and Big Horn also provided replenishment support to exercise participants. You can read more about MSC exercise participation in the exercise table in the Appendix of this report.

MSC-chartered high-speed vessel HSV 2 Swift and MSC Reservists from expeditionary port units 104, 105, 107, 109 and 110 support African Lion in Tan Tan, Morocco, in May. Photo by Navy Lt. Cmdr. Hugh Moore.



MSC-chartered container ship MV American Tern delivered Pennsylvania National Guard's 56th Stryker Brigade equipment to and from the Port of Riga, Latvia, for multinational exercise Saber Strike 2011. The ship's crew discharged 17 Stryker vehicles, eight equipment containers, several Humvees and support trucks and trailers in eight hours.

MSC oceanographic survey ship USNS Henson performed hydrographic survey operations in the territorial waters of Lagos, Nigeria, during the early part of the fiscal year. During the mission, the ship and crew visited Casablanca, Morocco, hosting members of the Moroccan navy and local business and maritime industry leaders. It was the first visit of a ship of this kind in more than 10 years. Henson conducted a similar port visit in Cape Town, South Africa.

Continuing a 2010 mission by Henson, rescue and salvage ship USNS Grasp and its embarked divers from Mobile Diving and Salvage Unit Two performed deep-sea dives in more than 200 feet of water off the coast of England to search for U.S. Navy hero John Paul Jones' ship, Bonhomme Richard. The warship sank off the coast of England in 1779 after battling HMS Serapis. During the mission, Grasp embarked a production team from the Canadian Discovery Channel that was producing a one-hour episode of the show "Mighty Ships" that would feature the ship, crew and divers.

Sister ship USNS Grapple deployed to the Naval Forces Africa area of responsibility to participate in interoperability dive training and theater security cooperation events in Liberia and Morocco.

As the delivery agent for the Defense Logistics Agency–Energy office in Europe, MSCEURAF continued to coordinate the transportation of fuel products within Europe and to the United States, coordinating operations for one government tanker and 19 commercial tankers that delivered a total of 468 million gallons of fuel.

Oceanographic survey ship USNS Bruce C. Heezen spent five months conducting hydrographic survey operations for the approaches of Maputo and Nacala, Mozambique, as well as surveying transit routes in the vicinity of Madagascar.

MSC-chartered ship MV Noble Star redeployed Naval Mobile Construction Battalion equipment from Sao Tome and Principe back to Rota, Spain, after the completion of construction projects in Africa.

In July, Navy Capt. Richard N. Soucie relieved Navy Capt. James E. Tranoris as commander of MSCEURAF.

Military Sealift Command Central — Manama, Bahrain

MSCCENT represents MSC in the U.S. Central Command area of responsibility. This includes the Arabian Gulf, Arabian Sea, Gulf of Oman, Horn of Africa, Gulf of Aden and the Red Sea. MSCCENT provides reliable and efficient sealift, at-sea combat logistics, special mission support and maritime services to meet U.S. Central Command requirements.

The MSCCENT commander is dual-hatted as Commander, Logistics Forces U.S. Naval Forces Central Command/Commander Task Force 53, and exercises tactical command of U.S. 5th Fleet air and sea logistics assets.

During FY 2011, CLF ships under MSCCENT's tactical command conducted 735 replenishments at sea that delivered more than 163 million gallons of fuel to U.S. Navy and coalition ships. MSC tankers delivered more than 500 million gallons of fuel to DOD distribution depots. MSCCENT also coordinated the delivery of nearly 50,000 pallets of food and

A Navy boatswain's mate signals to MSC fleet replenishment oiler USNS Tippecanoe as stores are transferred aboard guided-missile destroyer USS Mitscher during a connected replenishment in the Gulf of Aden in July. Photo by MC3 Deven B. King.





Navy divers prepare for a surface-supplied air dive aboard MSC fleet ocean tug USNS Catawba near Bahrain in December 2010. Photo by MC1 Anderson Bomjardim.

supplies via replenishment-at-sea evolutions. MSCCENT coordinated the delivery of five U.S.-built patrol boats to the Iraqi navy in FY 2011. The 115-foot boats were required to provide coastal patrols and security for the country's oil platforms.

Working as CTF-53, command personnel coordinated and moved 13,873 tons of cargo, 3,027 tons of mail and 34,113 passengers on 5,002 airlift missions, providing critical support to U.S. warfighters.

When political upheaval began in Egypt, MSCCENT adjusted assets within the U.S. 5th Fleet area of responsibility to support potential U.S. military involvement or humanitarian evacuations within the Red Sea. As "Arab Spring" events made their way west to Libya, MSCCENT moved ships through the Suez Canal to

support the USS Kearsarge Expeditionary Strike Group supporting United Nations efforts. Additionally, MSCCENT personnel responded quickly to prepare for contingency operations in reaction to uprisings across the region. The command was able to maintain operations without interruption despite additional requirements and challenges that continually arose throughout the year.

In July, RRF roll-on/roll-off ship MV Cape Trinity was activated to support the delivery of two patrol boats for the Iraqi Navy. Cape Trinity picked up the patrol boats in Houston, Texas, and delivered them to Bahrain. Cape Trinity then continued on to Kuwait to off-load 63 pieces of support equipment for the patrol boats, then back-loaded 324 containers and 245 pieces of rolling stock to the United States. This backload significantly reduced Cape Trinity's net operating and activation costs for MSC.

In August, fleet ocean tug USNS Catawba played a key role in locating the wreckage of a U.S. Marine Corps AV-8B Harrier II that was lost in the Arabian Sea in March. Later that month, Catawba towed the U.S. Army large landing craft USAV Churubusco from Bahrain to Kuwait for repairs. Catawba's efforts demonstrated the technical proficiency and crucial capabilities MSC brings to U.S. commanders in the region.

Helicopters from dry cargo/ammunition ship USNS Alan Shepard provided the vital link between fleet replenishment oiler USNS Tippecanoe and the port of Djibouti for eight hours, ferrying cargo and mail to Tippecanoe for further delivery to the guided-missile destroyer USS Roosevelt. Roosevelt had just arrived in the area and needed supplies and mail. In a second event, Shepard loaded nearly 800 pallets to resupply both the USS Ronald Reagan Strike Group and the USS Boxer Amphibious Ready Group in one trip.

MSCCENT also coordinated force protection aboard MSC vessels in support of Operation Vigilant Mariner to defend against waterborne and land-based terrorist attacks in the U.S. Central Command operating area. In FY 2011, nearly 100 security teams were embarked on MSC ships in support of Operation New Dawn and Operation Enduring Freedom.

Military Sealift Command Far East — Singapore

MSCFE safely and efficiently exercises operational control over MSC ships that support U.S. Pacific Command, USTRANSCOM and U.S. 7th Fleet. MSCFE is co-located with Commander, Logistics Group, Western Pacific/CTF-73 at Sembawang Wharves in Singapore.

During FY 2011, MSCFE managed a daily average of 47 ships representing all of MSC's missions in the vast U.S. 7th Fleet area of responsibility – supporting all branches of the U.S. military and participating in major theater operations, exercises and humanitarian missions.



MSC dry cargo/ammunition ship USNS Matthew Perry conducts an underway replenishment in the Pacific Ocean with amphibious dock landing ship USS Germantown in support of Operation Tomodachi relief efforts in Japan in March. Photo by MC1 Geronimo Aquino.

MSC NFAF ships under CTF-73 operational control completed nearly 400 replenishment-at-sea evolutions during the fiscal year, delivering more than 108 million gallons of fuel and more than 20,000 pallets of cargo to U.S. and allied ships.

MSCFE's strategic sealift directorate managed an average of five dry cargo ships and fuel tankers on a daily basis. MSC's chartered shuttle ship, MV Mohegan, moved dry cargo and supplies to and from the remote island of Diego Garcia 12 times during FY 2011. MSC's fuel tankers moved aviation and diesel fuel throughout the region, including ports in Guam, Japan, South Korea, Wake Island, Diego Garcia, Singapore and Kwajalein Atoll.

MSC-chartered cargo ship MV Combi Dock III loaded 460 pieces of U.S. Marine Corps equipment, including Humvees, trucks, ambulances, firefighting vehicles, helicopters and supplies at Subic Bay, Philippines, Oct. 28-30, 2010. Marines used the equipment during Amphibious Landing Exercise – a bilateral U.S.-Philippine exercise held annually to increase readiness and strengthen military ties.

MSC ammunition ships USNS Kiska and USNS Shasta crossed the International Date Line Nov. 18 and Dec. 17, 2010, respectively, leaving the region for the last time as they sailed to Pearl Harbor, Hawaii, to begin preparations for deactivation. Combined, Kiska and Shasta served the U.S. Navy for more than 76 years, both as commissioned U.S. Navy ships and as noncombatant MSC ships.

MPS Squadron Two's USNS GYSGT Fred W. Stockham off-loaded a warping tug from its INLS cargo for maintenance ashore at Diego Garcia Nov. 4, 2010. This was the first time maintenance was performed on MPS Squadron Two's INLS at Diego Garcia, saving time and money by eliminating the need to return to the United States for maintenance.

USNS 1ST LT Jack Lummus and USNS 1ST LT Harry L. Martin – assigned to MPS Squadron Three – off-loaded hundreds of pieces of U.S. Marine Corps equipment off Thailand's coast for exercises Cobra Gold and Freedom Banner in January. While at anchor in Thailand, Lummus conducted a stern-to-stern refueling with MSC-chartered high-speed vessel HSV Westpac Express, confirming a theorized, but never-before-tested, capability. MSC Reservists also played an important role as members of EPU 113 from Fort Worth, Texas, and EPU 102 from New York City deployed to the port to operate a mobile sealift operations center.

From Feb. 28 to March 11, more than 2,300 U.S. military personnel participated in exercise Key Resolve, which focused on deploying troops and equipment to the Korean theater of operations. Thirty-six MSC Reservists from Reserve Unit 101 based in St. Louis, Mo., Reserve Unit 102 from Kansas City, Mo., and EPU 112 in Little Rock, Ark., simulated the command and control of MSC ships during a large-scale conflict and conducted training with their U.S. Army and Republic of Korea counterparts.

When a 9.0 magnitude earthquake struck the northeastern coast of Japan in March and triggered a devastating tsunami, eight MSC ships were involved in the U.S. Navy response. More than 700 CIVMARs, 80 sailors and 14 U.S. merchant mariners working for a private company under contract to MSC worked around the clock to bring relief to the Japanese people. Fast combat support ship USNS Bridge, fleet replenishment oilers USNS Pecos and USNS Rappahannock and dry cargo/ammunition ships USNS Carl Brashear, USNS Matthew Perry and USNS Richard E. Byrd completed a total of 94 underway replenishments in support of the USS Ronald Reagan Carrier Strike Group and USS Essex Amphibious Ready Group. These ships delivered more than 9.6 million gallons of fuel to U.S. ships throughout the humanitarian assistance mission.

Rescue and salvage ship USNS Safeguard, with embarked Navy Mobile Diving and Salvage Unit One, surveyed and removed debris from hard-hit ports on Japan's northern coast. At Hachinohe, Japan, Safeguard used side-scan sonar to survey more than 4.5 million square yards of harbor, removing five tons of wreckage. Due to Safeguard's efforts, a commercial liquid natural gas tanker docked at Hachinohe, delivering vital heating fuel for the first time since the earthquake.

Westpac Express made two sorties, moving 450 tons of cargo, including seven-ton trucks, fuel tankers, generators and water tanks, from Okinawa to Iwakuni, Japan. The ship also loaded 226 pallets of bottled water at Pohang, Republic of Korea, off-loading at Iwakuni.

OPDS ship MV VADM K.R. Wheeler demonstrated its capabilities in an exercise off the coast of Anmyeon, Republic of Korea, March 23, pumping fuel from a tanker to shore.

On May 18, CIVMARs from fleet replenishment oiler USNS John Ericsson rescued five people in a small boat lost at sea near the Solomon Islands. The five local sailors had been adrift for three days with no food and little water. They received a medical examination and a hearty meal before being safely repatriated ashore. Ericsson's crew was able to salvage the small boat and return it to authorities ashore.

Oceanographic survey ship USNS Bowditch concluded a month-long, bilateral survey mission for the U.S. Joint POW/MIA Accounting Command and the Vietnamese Office for Seeking Missing Persons June 21. Bowditch surveyed pre-determined sites off Vietnam's coast looking for U.S. military wreckage from the Vietnam conflict. Bowditch completed 15 survey missions in deep and shallow waters.

MSCFE personnel tested their ability to respond to a crisis on the Korean peninsula in August for exercise Ulchi Freedom Guardian. Representatives from MSC Office Korea and sailors from Reserve Units 101 and 102 and EPU 102, as well as EPU 111 from Oklahoma City, Okla., and EPU 116 from Seattle, Wash., crewed an



MSC rescue and salvage ship USNS Safeguard clears wreckage in support of Operation Tomodachi in March. Photo by MC1 Anthony R. Hayes.

around-the-clock crisis action team in Busan, Korea, maintaining a comprehensive shipping picture and conducting valuable training with their U.S. Army and South Korean counterparts. At Yokohama, Japan, the Reservists coordinated strategic sealift movements with U.S. Army and U.S. Forces Japan counterparts and also operated a command and control center at MSCFE headquarters in Singapore.

MSC dry cargo/ammunition ship USNS Richard E. Byrd left Cam Ranh Bay in southern Vietnam Aug. 23, marking the end of a historic visit – the first to this port by a U.S. Navy ship in 38 years. Byrd spent seven days at Cam Ranh shipyard for routine maintenance and repairs, led by port engineers from MSC SSU Singapore. Cam Ranh Bay was one of the largest in-country U.S. military bases during the Vietnam conflict.




Table Abbreviations

M/Ts MEASUREMENT TONS (one M/T is a volume measurement equal to 40 cubic feet of dry cargo)

L/Ts LONG TONS (one L/T is equal to 2,240 pounds; used to measure petroleum products)

SQ FT SQUARE FEET of dry cargo

BBLs BARRELS of petroleum product (one BBL is equal to 42 gallons)

Sailors from aircraft carrier USS George Washington secure ordnance during a vertical replenishment with MSC dry cargo/ammunition ship USNS Carl Brashear near the Korean Peninsula in December 2010. Photo by MC3 David Cox.

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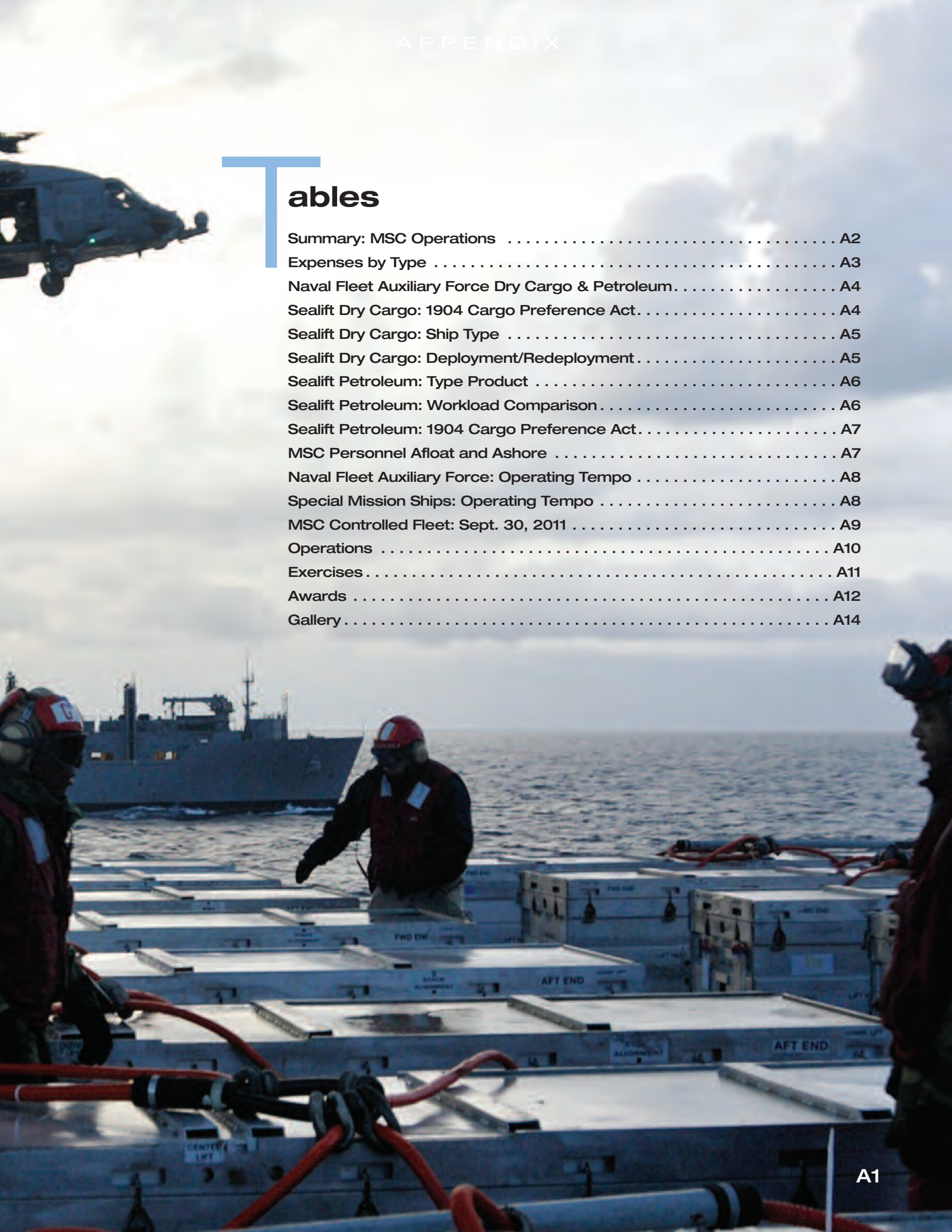
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Summary: MSC Operations

	OCTOBER - SEPTEMBER (Millions) FY 2011		
	Revenue	Expense	Profit/(Loss)
NAVY			
Naval Fleet Auxiliary Force			
Combat Logistics Force	\$1,621.1	\$1,642.8	(\$21.7)
Hospital Ships	\$61.9	\$55.3	\$6.6
Sealift Enhancement	\$3.0	\$3.0	\$0.0
Total	\$1,686.0	\$1,701.1	(\$15.1)
Special Mission			
Special Mission Ships	\$334.1	\$379.3	(\$45.2)
Ocean Surveillance Ships	\$76.0	\$63.2	\$12.8
Chartered Ships	\$104.1	\$98.4	\$5.7
Harbor Tugs	\$57.3	\$52.4	\$4.9
Total	\$571.5	\$593.3	(\$21.8)
Prepositioning			
Prepositioning Ships	\$445.8	\$455.3	(\$9.5)
Total	\$445.8	\$455.3	(\$9.5)
Other Reimbursable Funding	\$15.2	\$15.2	\$0.0
Total Navy	\$2,718.5	\$2,764.9	(\$46.4)
USTRANSCOM			
Prepositioning			
Prepositioning Ships	\$235.7	\$280.4	(\$44.7)
Total	\$235.7	\$280.4	(\$44.7)
Sealift			
Tankers	\$174.7	\$208.9	(\$34.2)
Dry Cargo	\$105.3	\$110.3	(\$5.0)
Surge Sealift	\$90.1	\$134.6	(\$44.5)
Total	\$370.1	\$453.8	(\$83.7)
Other Reimbursable Funding	-----	-----	-----
Total USTRANSCOM	\$605.8	\$734.2	(\$128.4)
Total MSC Business	\$3,324.3	\$3,499.1	(\$174.8)
Total MSC Budgeted Profit/(Loss) Target			(\$142.0)
Total Profit/(Loss) Target Variance			(\$32.8)

NOTE: In a working capital fund, profits one year are returned to the customer in subsequent years via reduced rates. Conversely, losses are recouped via increased customer rates in subsequent years. The goal is for the fund to break even over time.

APPENDIX: EXPENSES

Expenses by Type Government vs. Non-Government

OCTOBER - SEPTEMBER (\$millions) FY 2011				
	Total Expenses	Gov	Non-Gov	Percent Non-Gov
NAVY				
Personnel				
Compensation/Benefits	\$748.1	\$131.6	\$616.5	82.4%
Travel/Transportation of Goods	\$50.9	\$12.8	\$38.2	75.0%
Rent, Communications and Utilities	\$43.2	\$37.6	\$5.7	13.2%
Printing/Reproduction	\$0.1	\$0.1	\$0.0	0.0%
Other Contractual Services	\$1,161.2	\$103.3	\$1,057.9	91.1%
Supplies/Material	\$655.6	\$575.4	\$80.2	12.2%
Equipment	\$98.7	\$45.8	\$52.9	53.6%
Depreciation	\$6.9	\$1.5	\$5.4	78.2%
Total Navy Expenses	\$2,764.7	\$908.1	\$1,856.8	67.1%
USTRANSCOM				
Personnel				
Compensation/Benefits	\$26.2	\$5.3	\$20.9	79.8%
Travel/Transportation of Goods	\$6.0	\$0.6	\$5.4	90.0%
Rent, Communications and Utilities	\$9.6	\$4.0	\$5.6	58.3%
Printing/Reproduction	\$0.3	\$0.0	\$0.3	100.0%
Other Contractual Services	\$535.8	\$32.5	\$503.3	93.9%
Supplies/Material	\$141.6	\$103.3	\$38.2	27.0%
Equipment	\$10.6	\$1.1	\$9.5	89.6%
Depreciation	\$4.1	\$0.6	\$3.4	82.9%
Total USTRANSCOM Expenses	\$734.2	\$147.4	\$586.6	79.9%
Total MSC Expenses	\$3,498.9	\$1,055.8	\$2,443.1	69.8%

Naval Fleet Auxiliary Force

Dry cargo and petroleum products transferred during underway replenishment

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2010	FY 2010	FY 2011	FY 2011
	Pallets	SQ FT	Pallets	SQ FT
Dry Cargo	299,140	3,888,820	105,708	1,374,204

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2010	FY 2010	FY 2011	FY 2011
	BLS	Gallons	BLS	Gallons
Petroleum	27,495,070	1,154,792,960	13,895,309	583,602,984

**Sealift Dry Cargo: 1904 Cargo Preference Act
U.S. Flag vs. Foreign Flag**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2010	FY 2010	FY 2011	FY 2011
	M/T	SQ FT	M/T	SQ FT
U.S. Flag				
Commercial (time charter)	742,573	3,951,278	784,512	5,092,171
Commercial (voyage charter)	0*	0*	143,332	949,534
Ready Reserve Force	0	0	0	0
Surge	0	0	94,902	344,062
Prepositioning (common-user pool)	0	0	0	0
Total U.S. Flag	742,573	3,951,278	1,022,746	6,385,767
Total Foreign Flag	20,240	106,787	172,154	1,034,093
Total Sealift Cargo	762,813	4,058,065	1,194,900	7,419,860

*Beginning in FY 2011, commercial charters are broken out into two categories: Time and voyage.

Sealift Dry Cargo
Ship Type

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2010	FY 2010	FY 2011	FY 2011
	M/T	SQ FT	M/T	SQ FT
Controlled Sealift				
Government-Owned	0	0	94,902	344,062
Commercial Charter	762,813	4,058,065	1,099,998	7,075,798
Ready Reserve Force	0	0	0	0
Total Sealift Cargo	762,813	4,058,065	1,194,900	7,419,860

Sealift Dry Cargo
Deployment / Redeployment

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2010	FY 2010	FY 2011	FY 2011
	M/T	SQ FT	M/T	SQ FT
Deployment				
U.S. Flag Commercial	467,922	2,492,515	547,427	3,866,691
Ready Reserve Force	0	0	0	0
Surge	0	0	55,043	196,115
Prepositioning (common-user pool)	0	0	0	0
Foreign Flag	10,606	54,763	92,963	537,728
Total Deployment	478,528	2,547,278	695,433	4,600,534
Redeployment				
U.S. Flag Commercial	274,651	1,458,763	380,417	2,175,014
Ready Reserve Force	0	0	0	0
Surge	0	0	39,859	147,947
Prepositioning (common-user pool)	0	0	0	0
Foreign Flag	9,634	52,024	79,191	496,365
Total Redeployment	284,285	1,510,787	499,467	2,819,326
Total Sealift Cargo	762,813	4,058,065	1,194,900	7,419,860

Sealift Petroleum: Type Product

	OCTOBER - SEPTEMBER			
	FY 2010 L/T	FY 2010 BBLs	FY 2011 L/T	FY 2011 BBLs
Jet Fuel (JP8)	2,386,757	18,782,125	2,154,155	17,124,999
Mid-Grade Gasoline (MUM)	349	2,995	2,372	18,482
Jet Fuel Oil #5 (JP5)	1,228,774	9,426,853	1,052,905	8,308,365
Thermo-Stable (JPTS)	6,026	47,825	6,327	51,078
Diesel Oil (F76)	1,076,073	8,072,472	1,514,356	11,481,846
Intermediate Fuel Oil	1,742	9,999	22,276	146,400
Total Petroleum Products	4,699,721	36,342,269	4,752,391	37,131,170

**Sealift Petroleum: Workload Comparison
FY 2010 vs. FY 2011**

	OCTOBER - SEPTEMBER		
	FY 2010 L/T	FY 2011 L/T	Change L/T
Government-owned/Time Charter	3,900,262	1,371,984	(2,528,278)
Voyage Charter	799,459	3,380,407	2,580,948
Total Petroleum	4,699,721	4,752,391	52,670

**Sealift Petroleum: 1904 Cargo Preference Act
U.S. Flag vs. Foreign Flag**

	OCTOBER - SEPTEMBER			
	FY 2010 L/T	FY 2010 BBLs	FY 2011 L/T	FY2011 BBLs
Government-owned	1,756,989	13,383,243	117,487	917,999
U.S. Flag Time Charter	1,940,981	15,047,214	3,079,793	24,051,293
U.S. Flag Voyage Charter	264,767	1,961,135	252,071	1,963,293
Foreign Flag Voyage Charter	706,984	5,495,677	1,303,040	10,198,586
Total Petroleum	4,669,721	36,342,269	4,752,391	37,131,171

MSC Personnel: Afloat and Ashore

	AS OF SEPTEMBER 30, 2011		
	FY 2010	FY 2011	Percent Change
Afloat			
Civil Service Mariners	5,304	5,492	3.54%
Commercial Mariners	1,697	1,674	(1.4%)
Military (active duty)	201	194	(3.5%)
Military (Reserves)	308	303	(1.6%)
Total Afloat	7,510	7,663	2.0%
Ashore			
Civilian (direct/indirect)	1,134	1,209	6.6%
Military (active duty)	172	211	22.7%
Military (Reserves)	518	545	5.2%
Total Ashore	1,824	1,965	7.7%
Total Personnel	9,334	9,628	3.1%

Naval Fleet Auxiliary Force: Operating Tempo

	FY 2010		FY 2011	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type of Ship				
Fleet Replenishment Oiler	15	2,471	15	2,423
Dry Cargo/Ammunition	10	1,168	11*	1,650
Fleet Ocean Tug	4	438	4	427
Fast Combat Support	4	561	4	633
Rescue and Salvage	4	499	4	498
Hospital	2	90	2	160
Ammunition	3	462	1**	231
Totals	42	5,689	41	6,022

* USNS Charles Drew became operational in FY 2011, while USNS Washington Chambers was delivered, but was not yet operational.

** USNS Kiska and USNS Shasta were deactivated in FY 2011.

Special Mission Ships: Operating Tempo

	FY 2010		FY 2011	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type				
Submarine & Special Warfare Support	7	641	8	733
Oceanographic Survey	7	1,690	6	1,451
Ocean Surveillance	5	1,196	5	1,138
Missile Range Instrumentation	2	493	2	464
Submarine Tenders	2	49	2	113
Cable Laying/Repair	1	218	1	109
Navigation Test Support	1	142	1	209
Command Ship	1	95	1	73
Totals	26	4,524	26	4,290

MSC Controlled Fleet: September 30, 2011

Government Owned - 141*
Privately Owned - 21
TOTAL - 162

Naval Fleet
Auxiliary
Force



41

- 15 Fleet Replenishment Oilers
- 11 Dry Cargo/Ammunition Ships
- 4 Fast Combat Support Ships
- 4 Fleet Ocean Tugs
- 4 Rescue and Salvage Ships
- 2 Hospital Ships
- 1 Ammunition Ship

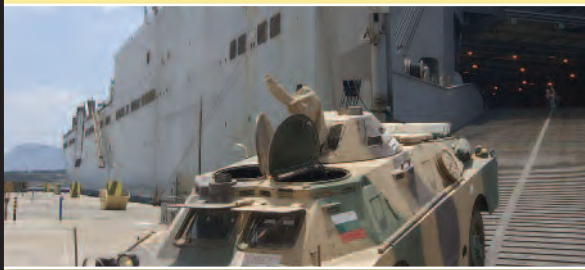
Special
Mission



26

- 8 Submarine and Special Warfare Support Ships
- 6 Oceanographic Survey Ships
- 5 Ocean Surveillance Ships
- 2 Missile Range Instrumentation Ships
- 2 Submarine Tenders
- 1 Navigation Test Support Ship
- 1 Cable Laying/Repair Ship
- 1 Command Ship

Prepositioning



31*

- 15 Maritime Prepositioning Force Ships
- 8 Army Prepositioned Stocks Ships
 - 6 Government-owned
 - 2 Privately owned
- 8 Navy, Defense Logistics Agency, USAF Ships
 - 3 Government-owned*
 - 5 Privately owned

Sealift



16

- 10 Large, Medium-Speed, Roll-On/Roll-Off Ships
- 3 Tankers
- 3 Dry Cargo Ships

Ready
Reserve
Force



48*

Ships from the Maritime Administration's Ready Reserve Force come under MSC's operational control when activated and are counted in the Sealift Program.

- 27 Roll-On/Roll-Off Ships
- 8 Fast Sealift Ships
- 6 Crane Ships
- 2 Lighterage-Aboard Ships
- 2 Seabee Ships
- 2 Aviation Logistics Support Ships*
- 1 OPDS Tanker

* Two aviation logistics support ships are counted in both the Prepositioning Program and the Ready Reserve Force.

0 10 20 30 40 50 60

APPENDIX: OPERATIONS

This list details 10 DOD operations of the many in which MSC participated in FY 2011.

Operation	MSC Ships	Location	Dates	Purpose
Africa Partnership Station	HSV 2 Swift	Africa	Jul-Sep 11	Exchange information with regional navies, coast guards and civilian organizations
Continuing Promise	USNS Comfort	Central/South America, Caribbean	Mar-Sep 11	Provide humanitarian/medical/civic assistance
Deep Freeze	MV BBC Ems, USNS Matthiesen	McMurdo Station, Antarctica	Dec 10-May 11	Resupply U.S. research station
Enduring Freedom, New Dawn	MV Beluga Facility, Cape Trinity, MV Noble Star, MV Ocean Titan, MV Virginian	Afghanistan, Iraq	Ongoing	Support U.S. and allied military operations
Pacer Goose	MV Industrial Freedom, MT Afrodite	Thule, Greenland	July-Aug 11	Re-supply Thule Air Base
Pacific Partnership	USNS Charles Drew, USNS John Ericsson, USNS Rappahannock	Pacific Ocean, Far East	Mar-Sep 11	Provide humanitarian/civic assistance
Southern Partnership Station	HSV 2 Swift	Central/South America, Mexico	Nov 10-May 11	Exchange information with regional navies, coast guards and civilian organizations
Tomodachi	USNS Bridge, USNS Carl Brashear, USNS Richard E. Byrd, USNS Matthew Perry, USNS Rappahannock, USNS Pecos, USNS Safeguard, HSV Westpac Express	Japan	Mar-May 11	Support U.S. disaster relief efforts following Japanese earthquake and tsunami
Trident Arch	MV HR Constellation	Japan	May-Jul 11	Change out Navy fleet hospital equipment and material
Odyssey Dawn/Unified Protector/Unified Defender	USS Mount Whitney, USNS Big Horn, USNS Leroy Grumman, USNS John Lenthall, USNS Kanawha, USNS Lewis and Clark, USNS Robert E. Peary, USNS Wally Schirra	Libya	Mar 11-Ongoing	Support U.S./NATO military operations in Libya

APPENDIX: EXERCISES

This list details 12 major exercises of the more than 40 in which MSC participated in FY 2011.

Exercise	Host	MSC Participants	Location	Dates	Purpose
African Lion	U.S. African Command	USNS 2ND LT John P. Bobo, USNS Pililauu, HSV 2 Swift	Morocco	Apr-Jun 11	Exercise cargo distribution via JLOTS platforms
Amphibious Landing Exercise	U.S. Pacific Command	MV Combi Dock III	Japan	Oct-Nov 10	Exercise U.S./Japanese joint operations from the sea
Cobra Gold/ Freedom Banner	III Marine Expeditionary Force	USNS 1ST LT Jack Lummus, USNS 1ST LT Harry L. Martin, HSV Westpac Express, MV Combi Dock III, MV Happy Delta	Thailand	Jan-Mar 11	Promote regional stability in Southeast Asia; test U.S. ability to off-load heavy combat equipment and supplies via JLOTS platforms
Cooperation Afloat Readiness and Training	U.S. Pacific Command	USNS Safeguard, USNS Wally Schirra, USNS Alan Shepard	Indonesia, Philippines, Singapore	Jun-Jul 11	Exercise multinational cooperation and interoperability with dive familiarization training
Joint Logistics Over-the-Shore	U.S. Transportation Command	USNS Fisher	U.S. East Coast	Feb 11	Exercise cargo distribution via JLOTS platforms
Key Resolve/Foal Eagle	U.S. Pacific Command	HSV Westpac Express, MV VADM K.R. Wheeler, MSCPAC, MSCFE	Republic of Korea	Mar 11	Train and exercise crisis management capabilities and command post operations
Noble Mariner	NATO	USNS Kanawha	Spain	Mar 11	Train and exercise NATO response forces
Pacific Horizon/ Pacific Provider	I Marine Expeditionary Force	SS Curtiss, USNS SGT William R. Button	Camp Pendleton, Calif.	Mar 11	Train and exercise JLOTS capabilities
Phoenix Express	U.S. African Command	USNS LCPL Roy M. Wheat, USNS Big Horn	Western Mediterranean Sea	Jun 11	Exercise regional cooperation and maritime security operations
Saber Strike	NATO	MV American Tern	Latvia	Oct-Nov 10	Exercise and test reception of allied contingency forces
Talisman Sabre	U.S. Pacific Command	USNS John Ericsson, USNS Rappahannock, USNS Amelia Earhart, USNS Richard E. Byrd, ITB Strong Mariner	Australia	Jun-Aug 11	Exercise U.S.-Australian combined task force capabilities
Ulchi Freedom Guardian	U.S. Pacific Command	MSCPAC, MSCFE	Republic of Korea	Aug 11	Exercise crisis management and interoperability of U.S. and Korean forces

APPENDIX: AWARDS

Awards

During FY 2011, many MSC employees were recognized for their outstanding service to MSC, the Navy, DOD and the United States.

MSC Mariner Employee of the Year

USNS Rainier Medical Service Officer Thomas Goforth

MSC Mariner Awards of Excellence

<i>USNS Arctic</i>	Junior Supply Officer Glenda Bell
<i>USNS Tippecanoe</i>	1st Assistant Engineer George Bentley Purser Reynaldo Canlas
<i>USNS Lewis and Clark</i>	1st Assistant Engineer Nathan Bailey
<i>USNS Henry J. Kaiser</i>	Purser Richard Cook Medical Service Officer Renato Pamintuan Communications Officer Davey Tucker
<i>USNS Guadalupe</i>	Utilityman Florencio Ebanculla Chief Steward Orlando Josafat
<i>USNS Rainier</i>	Medical Service Officer Thomas Goforth
<i>USNS Pecos</i>	Deck Engineer Mark Manibusan
<i>USNS Kanawha</i>	Chief Electrician Armondo Mapanoo
<i>USNS John Ericsson</i>	Yeoman Storekeeper Reynaldo Molina
<i>USNS Bridge</i>	Chief Radio Electronics Technician Marvin Riechers

MSC Shipmate of the Year Awards

<i>USNS Frank Cable</i>	Assistant Storekeeper Ronald Blizzard Junior Supply Officer William Koon
<i>USNS Guadalupe</i>	Yeoman Storekeeper Timothy Frierson Able Seaman Langley Lang
<i>USNS Arctic</i>	Yeoman Storekeeper Thomasine Hines
<i>USNS Flint</i>	Electronics Technician Ramon Mangahas
<i>USNS Kiska</i>	Medical Service Officer David Pruitt
<i>USNS Henry J. Kaiser</i>	Cook/Baker Roberto Ronas Utilityman Jay Sanders Able Seaman Charles Smith
<i>USNS Kanawha</i>	Boatswain Mark Yaliedy

MSFSC Distinguished Career Achievement Award

Chief Engineer Steven Burdi

MSFSC Special Act/Special Service Award

<i>Junior Supply Officer</i>	Aurelio Fajardo
<i>Medical Services Officer</i>	Lynwood McCrery
<i>Chief Engineer</i>	David Perkins

MSC Captain David M. Cook Food Service Excellence Awards

<i>USNS Wally Schirra</i>	Large Ship, East Coast
<i>USNS Richard E. Byrd</i>	Large Ship, West Coast
<i>USNS Catawba</i>	Small Ship

APPENDIX: AWARDS

DOD Anti-Terrorism Award

USNS Guadalupe
Chief Mate Mark Wilson Deployed Ship/Unit Category
 Special Mention-AT/FP Officer

MSC Griff Hume Anti-Terrorism Award

MSCLANT Fixed Installation-Small Unit Category

Navy Surgeon General Health Promotion and Wellness Award

MSFSC Gold Level
MSC SSU Singapore Bronze Anchor

Department of the Navy Nathaniel Stinson Award (EEO)

MSFSC EEO Staff

Navy Office of Small Business Programs

MSFSC Director's Award

Capt. Arthur L. Johnson Award for Inspirational Leadership

Chief Engineer Steven Burdi

Able Seaman Oscar Chappell Award for Outstanding Maritime Stewardship

Yeoman Storekeeper Efren Apostol

United Seamen's Service Admiral of the Ocean Sea

USNS Bridge Mariners' Plaque
USNS Safeguard Mariners' Plaque



Navy Rear Adm. Mark H. Buzby, commander, MSC, presents MSC fleet replenishment oiler USNS Rappahannock's Deck Machinist Virgilio Paguio with a Global War on Terrorism Medal and certificate on board the ship in Singapore in November 2010. In addition to other awards, MSC leadership presented thousands of GWOT medals throughout the year. Photo by Edward Baxter.



GALLERY

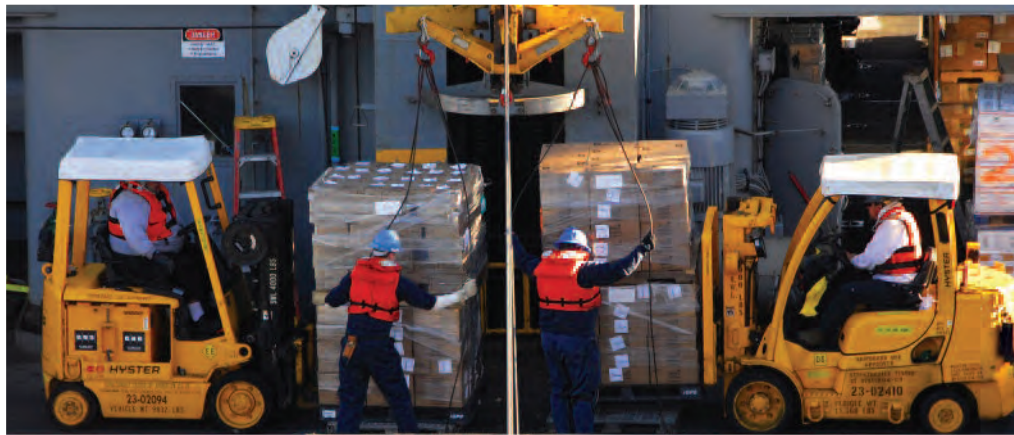
Clockwise from top: MSC fleet replenishment oiler USNS Yukon gets underway in the Pacific Ocean near Kauai, Hawaii, in April. Photo by Lee Apsley.

MSC dry cargo/ammunition ship USNS William McLean undergoes sea trials off the coast of San Diego. Photo by General Dynamics NASSCO.

Civil service mariners aboard MSC fleet replenishment oiler USNS Guadalupe stage pallets to transfer to an aircraft carrier. Photo by MC3 Anthony Johnson.

A guided-missile destroyer pulls alongside MSC dry cargo/ammunition ship USNS Richard E. Byrd during a vertical replenishment. Photo by MC3 Travis Mendoza.

Civil service mariner Able Seaman Batiste "BJ" Broadus stands watch aboard MSC fleet replenishment oiler USNS Guadalupe. Photo by John Jacob.





MSC fleet replenishment oiler USNS John Lenthall pulls alongside aircraft carrier USS George H.W. Bush for an underway replenishment in the Atlantic Ocean during a composite training unit exercise in February. Photo by MC3 Tony Curtis.

MSC delivers



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