

The U.S. Navy's
MILITARY SEALIFT COMMAND

2016
HANDBOOK





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Information is current as of April 2016



Military Sealift Command is responsible for up to 120 active and reserve noncombatant, civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services, and move military equipment and supplies to deployed U.S. forces. During the wars in Iraq and Afghanistan, more than 90 percent of U.S. combat equipment and logistics supplies were sent by sea.



MSC's workforce of approximately 8,100 people includes civil service mariners, active and reserve military personnel, and civil servants. An additional 1,400 afloat commercial mariners support our prepositioning and sealift missions.

Together, they run a \$3 billion organization with operations in all 24 time zones. MSC provides services to Navy, U.S. Transportation Command,



Army, Air Force, Marine Corps, Missile Defense Agency and other U.S. government agencies.

In addition to MSC's active ships, the command has access to 46 ships maintained in Reduced Operating Status in the Ready Reserve Force by the U.S. Department of Transportation's Maritime Administration. MSC also charters commercial vessels as required to meet government requirements. By law and policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable. Finally, during a national emergency, MSC can employ dozens of



additional commercial vessels enrolled in the Voluntary Intermodal Sealift Agreement. MSC provides a comprehensive, global capability to provide for national maritime needs worldwide.

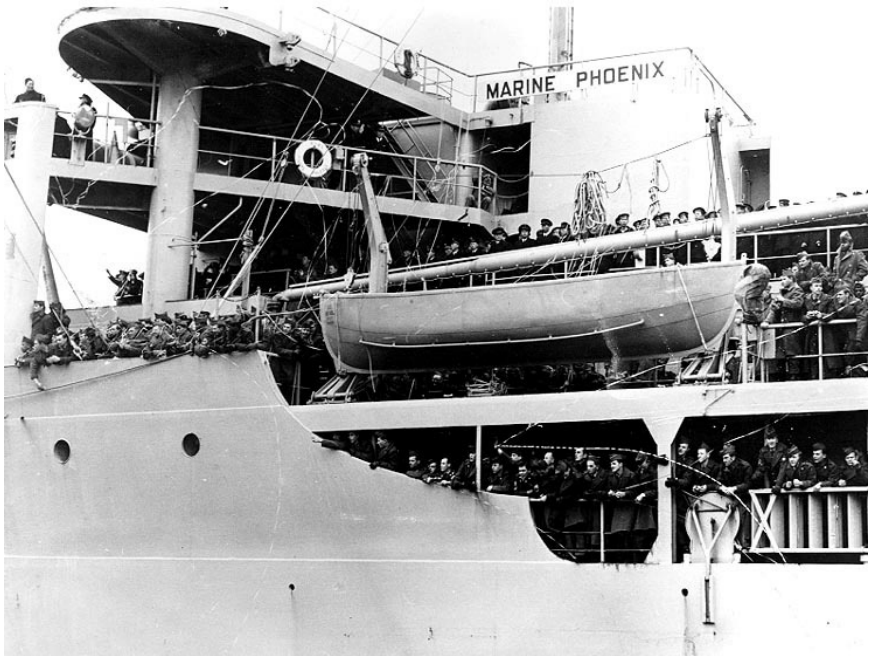
This handbook is intended as a quick reference guide for personnel from the Navy and other U.S. government agencies.

For comments, contact MSC Congressional & Public Affairs in Norfolk, Virginia, at wayne.perry@navy.mil.



During World War II, four separate government agencies controlled sea transportation. In 1949, the Military Sea Transportation Service (MSTS) became the single managing agency for the Department of Defense's ocean transportation needs. The command assumed responsibility for providing sealift and ocean transportation for all military services as well as for other government agencies.

Only nine months after its creation, MSTS responded to the challenge of the Korean War. On July 6, 1950, 11 days after the initial invasion of South Korea by communist North Korean troops, MSTS transported the 24th Infantry Division and all of its equipment from Japan to Busan, South Korea, for duty.



During the Vietnam War, MSTS was renamed MSC and moved nearly 54 million tons of combat equipment and supplies and nearly 8 million tons of fuel to Vietnam between 1965 and 1969. MSC ships also transported troops to Vietnam. The Vietnam era marked the last use of MSC troop ships. Now, U.S. troops are primarily transported to theater by air.

Through the 1970s and 1980s, MSC provided the DOD with ocean transportation in support of U.S. deterrent efforts during the Cold War years.



During the first Persian Gulf War, in both Operation Desert Shield and Operation Desert Storm, MSC distinguished itself as the largest source of defense transportation of any nation involved. MSC ships delivered more than 12 million tons of wheeled and tracked vehicles, helicopters, ammunition, dry cargo, fuel, and other supplies and equipment during the war. At the height of the war, MSC managed more than 230 government-owned and chartered ships.

In 2015, MSC continued to play a vital role in day-to-day and contingency operations around the world. Combat Logistics Force ships transferred more than 8.2 million barrels of petroleum products and over 90,000 pallets of dry cargo and ordnance during replenishments at sea.

In addition, the Sealift Program moved another 930,000 tons of dry cargo and transported over 35.4 million of barrels of petroleum products worldwide.



Headquarters Organization

MSC reports through three distinct and separate chains of command:

1. To U.S. Transportation Command for defense transportation matters.
2. To U.S. Fleet Forces Command for Navy-unique matters.
3. To the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.

The MSC commander is located at Naval Station Norfolk, in Norfolk, Virginia. Additional headquarters personnel are located at the Washington Navy Yard in Washington D.C. All vessels are assigned under one of the seven programs that support the five MSC missions. Ashore personnel are responsible for crewing, training, equipping and maintaining government-owned, government-operated ships of the MSC Fleet. These personnel also provide afloat IT support.

Combat Logistics Force (PM1) (PM6) manages ships that provide underway replenishment, commercial helicopter services and other direct fleet support to Navy ships worldwide. These ships include fleet replenishment oilers, fleet ordnance and dry cargo ships, and fast combat support ships.

Service and Command Support (PM4) (PM7) (PM8) provides the Navy with towing, rescue and salvage, submarine support, and cable laying and repair services, as well as a command and control platform, floating medical facilities and the Navy's first Expeditionary Mobile Base. Also included are Expeditionary Fast Transports (EPF) which provide rapid, intra-theater transport of troops and military equipment.

Special Mission (PM2) supports specialized scientific and technical missions for DOD sponsors. Missions include ocean surveillance, oceanographic survey, cable laying, missile telemetry collection, submarine support and navigation test support.

Prepositioning (PM3) provides ships loaded with military stores for forward, at-sea staging around the world. Prepositioning ships carry cargo owned by the U.S. Army, Air Force, Navy, and Marine Corps.

Sealift (PM3) provides marine transportation to satisfy DOD sealift requirements. For dry cargo validated by USTRANSCOM and assigned to MSC, Sealift provides breakbulk, container and roll-on/roll-off (RORO), as well as other specialty ships (heavy lift/FLOFLO) from both government and commercial sources. Sealift also provides commercial tankers for movements of Defense Logistics Agency-Energy petroleum requirements.



Organization

Area Command Organization

Area Commands

MSC is represented by five geographic area commands, which exercise tactical control of all assigned USTRANSCOM forces and MSC forces not otherwise assigned to the numbered fleet commanders. The area command staffs are also responsible for execution of strategic sealift missions.

However, most area command commodores are dual-hatted; each one has a formal relationship with its geographically collocated numbered fleet commander. Under fleet command authority, the commander may exercise tactical control of MSC ships assigned to the fleet commander, usually as a task force commander.

Ship Support

Ashore staff responsible to the area commands for local coordination, engineering, contracting and IT support to government-owned ships. They also provide IT support to other MSC ships for government-owned systems, and in-theater administrative (comptroller, supply and information technology) support.

Reserve Units

In 2015, 44 Navy Reserve units supported MSC operations around the globe. Units included; Expeditionary Port, Cargo Afloat Rig Teams, Area Command Headquarters, Strategic Sealift, Logistics Force, MSC Detachment Support and Afloat Mission Command and Control Support.

MSC Offices (MSCOs)

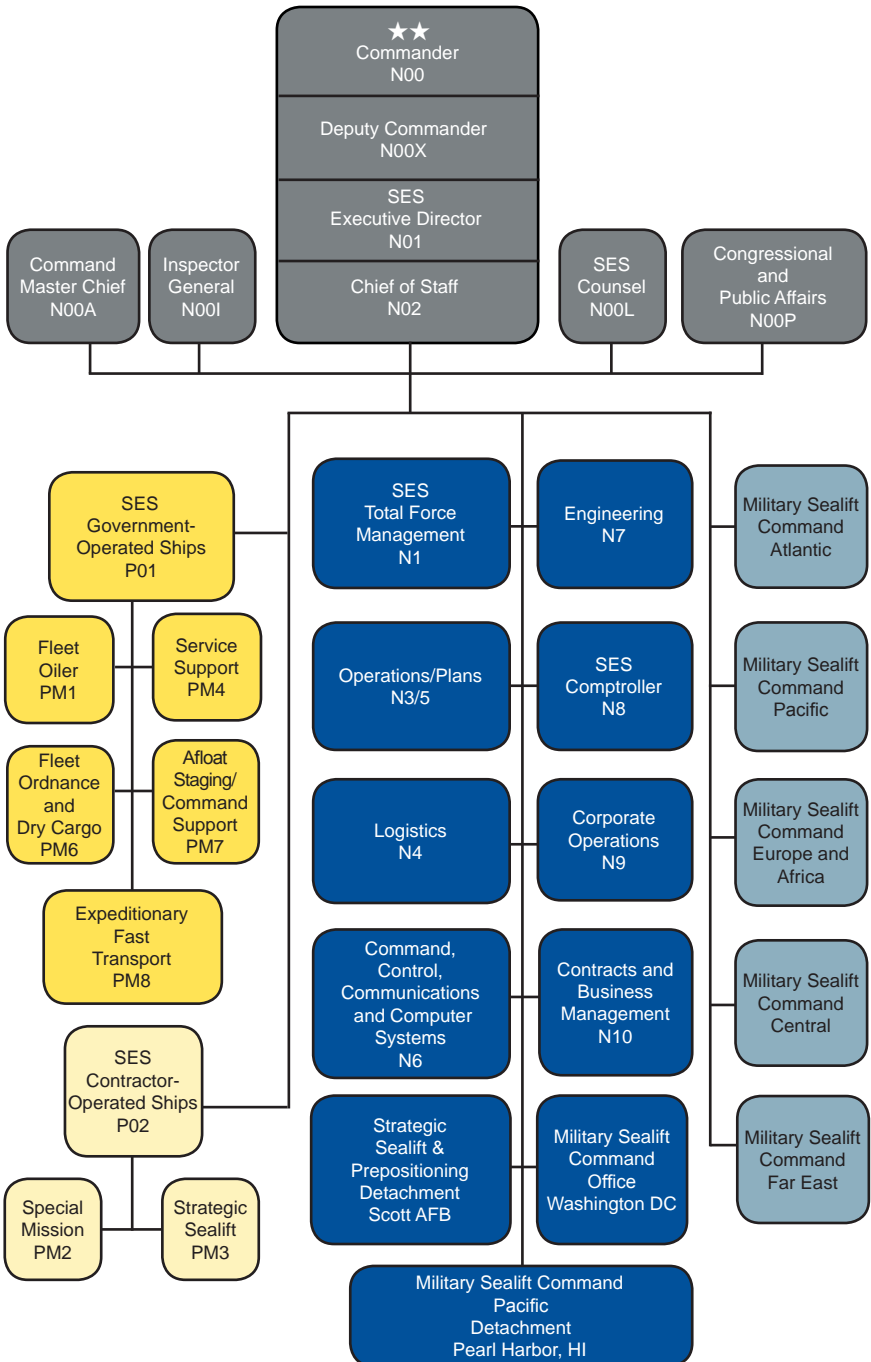
Located in ports where MSC conducts regular, sustained operations, MSC offices provide direct support to MSC ships and act as MSC's liaison with local commands. Responsibilities include coordination of logistics, husbanding services and port loading. Assistance to ships may also include coordinating voyage repairs, delivery of mail, bunkering, travel arrangements and administrative support.

MSC HQ Detachments

MSC headquarters has a detachment to U.S. Transportation Command, at Scott AFB, IL, and a Pacific Detachment in Hawaii. These offices represent MSC in all mission areas and operations in which their host command has interest. They direct staff inquiries to appropriate points of contact, and act as subject matter experts for informal questions. They alert MSC staff to developing requirements, tasks and initiatives.



Organization





Contact List

	Office	DSN
Commander, MSC HQ:		
Commander	757-443-2706	646-2706
Deputy Commander	757-443-2706	646-2706
Executive Director	757-443-2339	646-2339
Chief of Staff	757-443-5911	646-5911
Global Command Information Center (GCIC)	202-685-5155	325-5155
Director, Total Force Management	757-443-2865	646-2865
Director, Program Office One (PO1)	757-443-2701	646-2701
Deputy Director, (PO1)	757-443-2702	646-2702
Program Manager, PM1	202-685-5901	646-5901
Program Manager, PM4	757-443-2780	646-2780
Program Manager, PM6	757-443-5041	646-5041
Program Manager, PM7	757-443-2761	646-2761
Program Manager, PM8	757-443-2437	646-2437
Director, Program Office Two (PO2)	202-685-5549	325-5549
Deputy Director, (PO2)	757-443-2776	646-2776
Program Manager, PM2	202-685-5201	325-5201
Program Manager, PM3	202-685-5039	325-5039
MSC Atlantic:		
Commodore	757-443-5601	646-5601
Deputy	757-443-5602	646-5602
Staff Duty Officer	757-443-5758	646-5758
MSC Pacific:		
Commodore	619-524-9600	524-9600
Deputy	619-524-9600	524-9600
Staff Duty Officer	619-572-2969	572-2969
Ship Support San Diego	619-524-9689	524-9689
MSC Europe and Africa:		
Commander	39-081-568-4097	314-626-4097
Chief Staff Officer	39-081-568-4637	314-626-4637
Staff Duty Officer	39-081-568-2028	314-626-2028
Ship Support Naples	39-081-568-3569	314-626-3569



MSC Far East:

Commander	65-6750-2750	315-421-2750
Chief Staff Officer	65-6750-2730	315-421-2730
Staff Duty Officer	65-6750-2594	315-421-2594
Ship Support Singapore	65-6750-2580	315-421-2580
Ship Support Yokohama (Japan)	81-45-872-6318	315-269-6318
Ship Support Guam	671-339-5161	315-339-5161

MSC Central:

Commander	973-1785-3770	318-439-3770
Deputy	973-1785-4181	318-439-4181
Watch Station	973-1785-9479	318-439-9479
Ship Support Bahrain	973-1785-4953	318-439-4953

Other Offices and Representatives:

Beaumont, TX	409-833-0769
Charleston, SC	843-743-0569
Sunny Point, NC	910-457-8210
Port Canaveral, FL	321-853-7818
Jacksonville, FL	904-696-5198
Earle, NJ	732-866-7224
Pearl Harbor, HI	808-471-2113
Seattle, WA	425-304-4851
Diego Garcia	246-370-4778
Rota, Spain	34-95-682-5754
Souda Bay, Crete	30-282-102-1820
Korea	82-51-801-3119
Okinawa, Japan	81-909-789-9683
Kuwait	619-533-7202

MSC Detachment USTRANSCOM, Scott AFB, IL 618-220-4773 770-4773

MSC Detachment Pacific, Pearl Harbor, HI 808-471-8597 315-472-8597



Combat Logistics Force - (PM1)(PM6)

The ships of MSC's Combat Logistics Force are the supply lines to U.S. Navy ships at sea. These ships provide virtually everything that Navy ships need, including fuel, food, fleet ordnance and dry cargo, spare parts, mail and other supplies. CLF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time.

All CLF ships are government-owned and government-operated. The crews consist of civil service mariners.

For ship characteristics and listings – see Appendix C.

Director, PO1	757-443-2701
Program Manager, PM1	202-685-5901
Program Manager, PM6	757-443-5041



The Military Sealift Command fleet replenishment oiler USNS Pecos (T-AO 197)



Service and Command Support - (PM4)(PM7)(PM8)

Sixteen service support ships provide towing, rescue and salvage, submarine support, and afloat medical facilities. Support ships include; Fleet Ocean Tugs, Rescue and Salvage Ships, Hospital Ships, Submarine Tenders, Command Ship, Afloat Forward Staging Base, Expeditionary Mobile Base and a Cable Laying/Repair Ship.

The Navy's expeditionary fast transports also support the Service and Command mission. There will be 12 ships in the class, capable of rapidly transporting passengers and vehicles at speeds of 35 knots.

All service support ships are government-owned and operated by U.S. civil service mariners.

For ship characteristics and listings – see Appendix C.

Director, PO1	757-443-2701
Program Manager, PM4	757-443-2780
Program Manager, PM7	757-443-2761
Program Manager, PM8	757-443-2437



The Military Sealift Command expeditionary mobile base
USNS Lewis B. Puller (T-ESB 3)

Special Mission - (PM2)

The Special Mission Program has 24 ships that provide operating platforms and services for a wide variety of U.S. military and other U.S. government missions. The Special Mission Program provides mission support to:

- (1) U.S. Fleet Forces Command
- (2) The Oceanographer of the Navy
- (3) Commander, Undersea Surveillance
- (4) The U.S. Air Force
- (5) Naval Sea Systems Command
- (6) Navy's Strategic Systems Programs Office
- (7) Naval Special Warfare Command
- (8) Commander, Navy Installations Command
- (9) Commander, Submarine Force
- (10) Missile Defense Agency

Most special mission ships are government-owned and operated by U.S. commercial mariners working for companies under contract to MSC. Other ships are contracted to MSC and are crewed by U.S. commercial mariners.

For ship characteristics and listings – see Appendix C.

Director, PO2	202-685-5549
Program Manager, PM2	202-685-5201
Deputy, PM2	757-462-3007



The Military Sealift Command oceanographic survey ship USNS Pathfinder (T-AGS 60)



Prepositioning - (PM3)

Prepositioning is an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies onboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency.

Many of MSC's prepositioning ships are able to discharge cargo pierside or while anchored offshore by using shallow-draft barges, called lighterage, that are carried aboard. This allows cargo to be ferried to shore in areas where ports are non-existent or in poor condition, and gives military forces the ability to operate in both developed and undeveloped areas of the world.

MSC's prepositioning ships include:

- Fourteen Maritime Prepositioning Force ships (MPF) supporting the U.S. Marine Corps
- Seven Army Prepositioned Stocks ships (APS) supporting the U.S. Army
- Four ships supporting the Navy, Marine Corps and Air Force

MPF ships are strategically located in two geographic areas and assigned to one of two Maritime Prepositioning Ship (MPS) squadrons:

- MPS Squadron Two: Diego Garcia in the Indian Ocean; and
- MPS Squadron Three: Western Pacific Ocean, in the Guam/Saipan area

While most active ships in the Prepositioning fleet strategically place combat gear at sea, the program also manages:

- An offshore petroleum distribution system ship, which can deliver fuel from up to eight miles offshore, and its supporting tender vessel.



Prepositioning ships include a combination of U.S. government-owned ships, chartered U.S.-flagged ships and ships activated from the Maritime Administration's Ready Reserve Force. Prepositioning ships are predominantly crewed by U.S. civilian mariners who work for ship operating companies under contract to the government.

For ship characteristics and listings – see Appendix C.

Director, PO2	202-685-5549
Program Manager, PM3	202-685-5039
Deputy, PM3	757-443-0870



The Military Sealift Command MPF Container and RO/RO USNS 1ST LT Jack Lummus (T-AK 3011)



Sealift - (PM3)

MSC provides high-quality, efficient and cost-effective ocean transportation for DOD and other federal agencies during peacetime and war. More than 90 percent of U.S. warfighters' equipment and supplies travels by sea. The program manages a mix of government-owned and long-term-chartered dry cargo ships and tankers, as well as additional short-term chartered ships. By law and policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

Nearly all peacetime DOD cargo is carried by U.S.-flagged commercial ships. But during wartime or other contingencies, MSC has the flexibility to charter international ships to move cargo as needed.

MSC can expand beyond this commercial capability by activating ships from its government-owned surge fleet, including RRF ships from the U.S. Maritime Administration.

MSC's largest government-owned cargo ships are the large, medium-speed, roll-on/roll-off (LMSR) ships, which are nearly the size of aircraft carriers. Each LMSR is capable of lifting more than 300,000 square feet of rolling stock and containerized cargo and can travel at up to 24 knots.

LMSRs are ideal for carrying heavy armored vehicles and equipment used by the U.S. military. Each LMSR has a slewing stern ramp and a movable ramp that services two side ports, making it easy to drive vehicles on and off the ship. Cargo can also be loaded by shipboard cranes. These LMSRs are capable of off-loading cargo onto floating barges, or lighterage, when operating in ports that have been damaged or do not possess cargo cranes.

LMSRs are crewed by commercial mariners working for companies under contract to MSC.

MSC has one government-owned, Champion-class T-5 tanker, and five long-term chartered commercial tankers, and various short-term time chartered commercial tankers. These ships transport refined petroleum products between commercial refineries and DOD storage and distribution facilities worldwide for Defense Logistics Agency-Energy, which procures and manages fuel for all of DOD.



All five ships are crewed by commercial mariners working for companies under contract to MSC.

MSC's chartered dry cargo ships can carry various items, including containerized cargo, engineering and construction equipment, military vehicles, aircraft, patrol boats, and ammunition. Dry cargo ships have supported transport requirements worldwide, including the critical resupply missions to Thule Air Base in Greenland, and the National Science Foundation's McMurdo Station in Antarctica.

MSC also has one chartered high-speed vessel that transports Marines, their combat vehicles and their associated gear in and around the Far East.

For ship characteristics and listings – see Appendix C.

Director, PO2	202-685-5549
Program Manager, PM3	202-685-5039
Deputy, PM3 (Sealift)	202-685-5840



The Military Sealift Command-chartered tanker MV Maersk Peary (T-AOT 5246) provides fuel to the National Science Foundation-chartered scientific-research vessel R/V Nathaniel B. Palmer



Funding

MSC's worldwide operations are funded through two working capital funds. The Navy Working Capital Fund is used by MSC to support Navy fleet commanders and other Department of Defense entities. The Transportation Working Capital Fund is used to support sealift services.

MSC receives no direct funding appropriations from Congress or the Navy; rather, MSC customers transfer funding for their requirements to MSC into the appropriate working capital fund, and MSC draws from the fund to pay for command operations. Essentially, MSC is funded only by purchases from its customers.

Unlike private industry that budgets to make a profit, with the Working Capital Fund, the goal is to break even; i.e., charges levied on customers equal MSC's expenses, and no more. MSC has an annual operating budget of approximately \$3 billion.

MSC Workforce

MSC has a workforce of more than 9,500 people worldwide, most of whom serve at sea. More than half of MSC's workforce is made up of civil service mariners who are federal employees. The remainder includes contract commercial mariners, civil service personnel ashore, and active-duty and reserve military members.

All MSC government-owned and operated ships, unlike other U.S. Navy ships, are crewed by civilian mariners. Some ships also have small military departments assigned to carry out communication and supply functions, as well as special mission functions appropriate for military personnel. Some ships carry small, temporary military detachments for force protection. Additionally, four ships - USS Mount Whitney, USS Ponce, USS Frank Cable and USS Emory S. Land - have hybrid crews that combine uniformed Navy personnel with civil service mariners under the leadership of a U.S. Navy captain.

Civilian Mariner Workforce

Because MSC ships are crewed by civilians, crewing levels and crew organization aboard these vessels reflect the standards found aboard civilian commercial ships rather than other U.S. Navy ships.

There are two labor models for crewing aboard MSC ships. On government-operated vessels, the crew consists of civil service mariners who are personnel employed directly by MSC and are issued DOD identification cards and receive



federal benefits. Crews on contract-operated vessels are referred to as contract mariners. These personnel are employed directly by the ship's operating company that is under contract to MSC and, like civil service mariners, are usually represented by one of the maritime labor unions.

MSC vessels differ from Navy vessels as the crew is divided between licensed and unlicensed personnel. Licensed personnel (such as the ship's master and chief engineer) hold a current U.S. Coast Guard-issued license, which is obtained through a combination of sea time and successful completion of a licensing exam. Although the division between licensed and unlicensed personnel aboard MSC may be compared to the officer/enlisted relationship aboard USN ships, a more appropriate analogy is the management/labor relationship in civilian industry.

MSC is the largest employer of U.S. merchant mariners in the United States, and works with the U.S. Maritime Administration, industry and academia to ensure a viable U.S. Merchant Marine workforce.

Type Commander (TYCOM) Responsibilities

The MSC commander is responsible for type commander functions for ships assigned, including life-cycle management, ship readiness, maintenance and repair, and logistics support. The commander also ensures customer requirements are met - whether through organic or contracted sources - by maintaining readiness of program assets, developing strategic plans to meet future needs, formulating program policy and long-term plans for resource management, formulating program budgets and allocation of resources.

Unlike Navy ships, commercial vessels are maintained in accordance with standards set forth by the American Bureau of Shipping and the United States Coast Guard. ABS is a leading classification society that establishes and applies technical standards in relation to the design, construction and survey of marine related facilities including ships and offshore structures. USCG is the service branch tasked with enforcement for marine regulations pertaining to safety of life at sea and environmental protection.

MSC maintains its Combat Logistics Force government-owned vessels based on a 60-month shipboard maintenance cycle that meets all ABS/USCG criteria. Features of this maintenance cycle include:

- Quarterly: Voyage Repair (VR)
- Every 15 months: Mid-term Availability (MTA)
- Every 5 years: Regular Overhaul (ROH) (includes drydocking)



It is critical to the national interest that sealift assets are available to transport cargo during time of war or national crises. While MSC has a fleet of government-owned ships to meet national needs, these assets cannot handle all of DOD's sealift requirements. As such, additional capacity has been established to ensure adequate sealift resources are available for all contingencies. The layers of capacity (in order of activation) are:

1. MSC Ships – some maintained in Full Operating Status (FOS) and others in a Reduced Operating Status (ROS)
2. Maritime Administration vessels in the Ready Reserve Force
3. Commercial ships enrolled in the Voluntary Intermodal Sealift Agreement (VISA), which includes all ships in the Maritime Security Program (MSP)

MSC may also charter ships as needed.

The U.S. Maritime Administration (MARAD)

The U.S. Maritime Administration is an agency within the U.S. Department of Transportation. Its programs promote the viability of the U.S. merchant marine and the seamless integration of waterborne transportation with other segments of the transportation system. MARAD's programs involve ships and shipping, shipbuilding, port operations, vessel operations, national security, environment and safety. MARAD also maintains the Ready Reserve Force, a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies, and is responsible for disposing of obsolete ships in that fleet and other non-combatant government ships.

The Ready Reserve Force (RRF)

MARAD's government-owned Ready Reserve Force ships supplement the sealift capacity of the MSC surge sealift ships. The RRF consists of roll-on/roll-off ships, fast sealift ships, auxiliary crane ships, heavy-lift ships, an offshore petroleum discharge system tanker and aviation maintenance ships. RRF ships are maintained in 5- or 10-day readiness status, and when activated they are fully crewed and placed under the operational control of MSC in support of U.S. wartime, humanitarian and disaster-relief operations. RRF ships are also used for military exercises. Most of the RRF's roll-on/roll-off ships are maintained in a five-day readiness status. RRF ships are maintained by MARAD at ports around the U.S. East, Gulf and West Coasts in close proximity to potential military loading sites.



Voluntary Intermodal Sealift Agreement (VISA)

The Voluntary Intermodal Sealift Agreement provides the DOD with assured access to U.S.-flagged commercial ships, crews, related equipment and intermodal systems to meet DOD contingency requirements. This concept is modeled after DOD’s civil reserve air fleet program. Carriers commit all or specified portions of their fleet to meet time-phased DOD contingency requirements in exchange for a preference to receive DOD contracts for ocean transportation. MARAD is the executive agent for the VISA program. A high percentage of the militarily useful vessels in the U.S.-flagged fleet are committed to the VISA program.

Maritime Security Program (MSP)

The MSP requires that the Secretary of Transportation, in consultation with the Secretary of Defense, establish a fleet of active, commercially viable, militarily useful, privately owned vessels to meet national defense and other security requirements. MSP provides payments of approximately \$3 million per ship per year to the 60 ships enrolled in the program. In exchange for that payment, the vessel operating companies must make their ships and commercial transportation resources available, upon request by the Secretary of Defense, during times of war or national emergency. They meet that requirement by enrolling their ships in VISA. (Each ship in MSP is enrolled in VISA, but not every ship in VISA receives an MSP payment). Much of the overall capacity of VISA comes from the 60 MSP ships. MSP ship capacity is 118,000 containers (20-foot equivalent units) and 2.2 million square feet of militarily useful deck space. The VISA and MSP Programs give DOD assured access to these commercial U.S.-flagged ships and the carriers’ global transportation networks without having to own and operate these ships. These networks include not only the vessels, but also logistics management services, infrastructure, terminals, facilities and U.S. citizen merchant mariners to crew the ships.





Command and Control

The table below outlines the basic command authority relationships for MSC vessels.

Combatant command (COCOM) is the authority of a combatant commander to organize and employ forces as necessary to accomplish assigned missions.

Operational control (OPCON) is the authority to organize and employ forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission.

Tactical control (TACON) is command authority over assigned forces that is limited to the detailed direction and control of movements within the operational area necessary to accomplish missions assigned.

Administrative control (ADCON) is the exercise of authority over assigned forces with respect to administrative matters such as personnel management, training, supply, maintenance and repair, inspection and other related matters not included in operational missions.

	COCOM	OPCON	TACON	ADCON
Combat Logistics Force	Regional Combatant Commander	Numbered Fleet Commander*	CTF X3**	COMSC
Service and Command Support	Regional Combatant Commander	Numbered Fleet Commander*	CTF X3**	COMSC
Special Mission	Regional Combatant Commander	Numbered Fleet Commander*	CTF X3**	COMSC
Prepositioning	Regional Combatant Commander	Numbered Fleet Commander*	CTF X3** delegated to MPSTRON	COMSC
Sealift (except EPF)***	USTRANSCOM	COMSC	Area Command	COMSC
Ready Reserve Force	USTRANSCOM	COMSC	Area Command	MARAD

* in some theaters OPCON may be delegated to the CTF X3 level

** in some theaters ships are assigned to other CTFs or to CTGs

*** Regional combatant commander, vice USTRANSCOM



Force Protection

Numbered Fleet commanders exercise force protection authority over Navy afloat forces within their region, including ships not otherwise in their chain of command. This means that the primary source for force protection guidance for MSC ships (including voyage charters where specified in charter parties) comes from the geographic combatant commander through the numbered fleet commander tasked with force protection for ships in their area of responsibility.

MSC ships must routinely enter port and transit narrow straits where the risk of attack is potentially higher. Federal law and manning conditions make it difficult to assign crewmembers full-time security duties. However, ships must be responsive to changes in threat levels and trained to cooperate with forces assigned to their protection.

MSC ships have very limited self-defense capability. When the fleet commander determines the threat exceeds the ship's inherent self-defense, additional protection may be provided. This force protection may take the form of combatant escort, airborne surveillance, increased military or civilian patrol boat presence, additional pierside security or embarkation of an armed military security detachment.

Civil service mariners, contract mariners and civilian contract security personnel embarked in MSC ships may not carry arms beyond the lifelines of the ship and cannot perform security or force protection duties off the ship. These civilian personnel may have no legal protection from the exercise of foreign jurisdiction if they engage in such activities off the ship.

Embarked military security detachments operate under the direction of their ship's operational chain of command and under the Chairman, Joint Chiefs of Staff Standing Rules of Engagement. The detachment officer in charge shall keep the ship's master informed of his force protection plan, but the master does not have the authority to direct changes to the plan. The decision to use force against hostile or potentially hostile forces shall rest with members of the military security detachment in accordance with their rules of engagement.



Appendix A: Revenue and Expenses

	Revenue	FY 2015 (\$ millions) Expense	Profit/(Loss)
NAVY			
Combat Logistics Force			
Combat Logistics Force	\$1,473.4	\$1,558.0	(\$84.6)
Total	\$1,473.4	\$1,558.0	(\$84.6)
Special Mission			
Special Mission Ships	\$192.6	\$180.5	\$12.1
Chartered Ships	\$100.6	\$115.6	(\$15.0)
Ocean Surveillance Ships	\$72.3	\$75.5	(\$3.2)
Harbor Tugs	\$39.0	\$36.2	\$2.8
Total	\$404.5	\$407.8	(\$3.3)
Prepositioning			
Prepositioning Ships	\$379.7	\$381.6	(\$1.9)
Service Support			
Service Support Ships	\$481.8	\$496.3	(\$14.5)
Expeditionary Fast Transport (EFP)			
EFP Ships	\$126.9	\$121.4	\$5.5
Total	\$1,392.9	\$1,407.1	(\$14.2)
Other Reimbursable Funding	\$22.6	\$22.6	\$0.0
Total Navy	\$2,888.9	\$2,987.7	(\$98.8)
USTRANSCOM			
Prepositioning			
Prepositioning Ships	\$202.5	\$201.3	\$1.2
Total	\$202.5	\$201.3	\$1.2
Sealift			
Tankers	\$266.0	\$183.6	\$82.4
Dry Cargo	\$88.3	\$92.8	(\$4.5)
Surge Sealift	\$153.6	\$186.6	(\$33.0)
Total	\$507.9	\$463.0	\$44.9
Other Reimbursable Funding	\$0.0	\$0.0	\$0.0
Total USTRANSCOM	\$710.4	\$664.3	\$46.1
Total MSC Business	\$3,599.3	\$3,652.0	(\$52.7)
Total MSC Budgeting Profit/(Loss) Target	-	-	(\$57.6)
Total Profit/(Loss) Target Variance	-	-	\$4.9

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 customer rates in subsequent years. The goal is for the fund to break even over time.



CIVIL SERVICE MARINER EMPLOYMENT Recruiting, Training and Future Needs

Applications Received	Mariners Employed/Trained	Year-end Total	FY 2016 Hiring Goal
4,902	761	5,833	480
	FY 2014	FY 2015	Percent Change

MSC WORKFORCE

Afloat

Civil Service Mariners	5,546	5,833	5.17%
Commercial Mariners	1,570	1,390	(11.46%)
Military (Active Component)	163	152	(6.75%)
Military (Reserve Component)	301	329	9.30%
Total Afloat	7,580	7,704	1.64%

Ashore

Civilian (direct/indirect)	1,148	1,166	1.57%
Military (active component)	171	163	(4.68%)
Military (Reserve component)	564	528	(6.38%)
Total Ashore	1,883	1,857	(1.38%)

Total Personnel	9,463	9,561	1.04%
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COMBAT LOGISTICS FORCE

Fleet Replenishment Oiler (PM1)



Provides underway replenishment of fuel, fleet cargo and stores to customer ships at sea.

T-AO 187	USNS HENRY J. KAISER
T-AO 188	USNS JOSHUA HUMPHREYS
T-AO 189	USNS JOHN LENTHALL
T-AO 193	USNS WALTER S. DIEHL
T-AO 194	USNS JOHN ERICSSON
T-AO 195	USNS LEROY GRUMMAN
T-AO 196	USNS KANAWHA
T-AO 197	USNS PECOS
T-AO 198	USNS BIG HORN
T-AO 199	USNS TIPPECANOE
T-AO 200	USNS GUADALUPE
T-AO 201	USNS PATUXENT
T-AO 202	USNS YUKON
T-AO 203	USNS LARAMIE
T-AO 204	USNS RAPPAHANNOCK

Quick Facts

Length 677.5 ft, Beam 97.5 ft, Draft 35.8 ft
Displacement 40,900-41,225 tons, Speed 20 kts
Crew: Civil service 74-89, Military 5
Government Owned

Capacities: 180,000 bbls cargo fuel
159,000 bbls for double hulled T-AO 201, 203, 204
Limited stores: 32 pallets frozen, 32 chill, 522 dry



COMBAT LOGISTICS FORCE

Fast Combat Support Ship (PM6)



MSC's largest combat logistics ship. Delivers petroleum products, ammunition, food and other cargo to customer ships at sea.

T-AOE 6	USNS SUPPLY
T-AOE 7	USNS RAINIER
T-AOE 8	USNS ARCTIC

Quick Facts

Length 754 ft, Beam 107 ft, Draft 38 ft
Displacement 48,500 tons, Speed 25+ kts
Crew: Civil service 170
Government Owned

Capacities: 156,000 bbls cargo fuel
1,800 tons ammunition
250 tons dry cargo
400 tons refrigerated store



COMBAT LOGISTICS FORCE

Dry Cargo/Ammunition Ship (PM6)



Delivers supplies to customer ships at sea – ammunition, food, repair parts, stores and small quantities of fuel.

T-AKE 3	USNS ALAN SHEPARD
T-AKE 4	USNS RICHARD E. BYRD
T-AKE 5	USNS ROBERT E. PEARY
T-AKE 6	USNS AMELIA EARHART
T-AKE 7	USNS CARL BRASHEAR
T-AKE 8	USNS WALLY SCHIRRA
T-AKE 9	USNS MATTHEW PERRY
T-AKE 10	USNS CHARLES DREW
T-AKE 11	USNS WASHINGTON CHAMBERS
T-AKE 12	USNS WILLIAM MCLEAN
T-AKE 13	USNS MEDGAR EVERS
T-AKE 14	USNS CESAR CHAVEZ

Quick Facts

Length 689 ft, Beam 106 ft, Draft 30 ft
Displacement 41,000 tons, Speed 20 kts
Crew: Civil service 129
Government Owned

Capacities: 6,675 tons dry cargo
1,716 tons refrigerated stores
18,000 bbls cargo fuel
Designed to carry 63% more than previous AE and AFS classes



SERVICE AND COMMAND SUPPORT

Hospital Ship (PM4)



Provides emergency, on-site care for U.S. combatant forces deployed in war or other operations. Extensively used for humanitarian engagement missions.

T-AH 19

USNS MERCY

T-AH 20

USNS COMFORT

Quick Facts

Length 894 ft, Beam 106 ft, Draft 32 ft
Displacement 69,552 tons, Speed 17 kts
Crew: Civil service 71, Military up to 1,200
Government Owned

Outfitted with: 12 fully equipped operating rooms, 1,000-bed hospital facility, digital radiological services, medical laboratory, pharmacy, optometry and lens laboratory, CT scanner, and two oxygen-producing plants



SERVICE AND COMMAND SUPPORT

Submarine Tender (PM4)



Provides repair services to submarines. Commanded by Navy captain with combined civil service mariner/military crew.

AS 39

USS EMORY S. LAND

AS 40

USS FRANK CABLE

Quick Facts

Length 644 ft, Beam 85 ft, Draft 26 ft
Displacement 23,000 tons, Speed 20 kts
Crew: Civil service 157, Military 292
Government Owned

Navigation, deck, engineering, laundry and galley services provided by MSC civil service Mariners. Commanded by a Navy captain.



SERVICE AND COMMAND SUPPORT

Fleet Ocean Tug (PM4)



Provides towing, diving and standby submarine rescue services to the Navy's numbered fleet commanders.

T-ATF 168

T-ATF 169

T-ATF 171

T-ATF 172

USNS CATAWBA

USNS NAVAJO

USNS SIOUX

USNS APACHE

Quick Facts

Length 226 ft, Beam 42 ft, Draft 15.1 ft
Displacement 2,296 tons, Speed 14.5 kts
Crew: Civil service 16, Military 4
Government Owned

Ten-ton crane and a 54-ton bollard; deck grid for bolting down portable equipment during towing operations; three fire monitors supply up to 2,200 gallons of foam per minute during firefighting; deep submergence module can be embarked to support naval salvage teams for dive operations



SERVICE AND COMMAND SUPPORT

Rescue and Salvage Ship (PM4)



Conducts salvage, diving, towing, off-shore firefighting, heavy lift operations and theater security cooperation missions.

T-ARS 50
T-ARS 51
T-ARS 52
T-ARS 53

USNS SAFEGUARD
USNS GRASP
USNS SALVOR
USNS GRAPPLE

Quick Facts

Length 255 ft, Beam 51 ft, Draft 17 ft
Displacement 3,336 tons, Speed 14 kts
Crew: Civil service 26, Military 4, Additional 48 (max)
Government Owned

Utilizes a 7.5-ton boom forward and a 40-ton boom aft for salvage operations; tethered diving to 190 ft or 300 ft with fly-away mixed gas system; bollard pull of 120,000 lbs with 3,000-ft drum for towing; bow and stern rollers for heavy lifts up to 300 tons; monitors with 1,000 gallons/minute seawater or Aqueous Film-Forming Foam (AFFF) for firefighting



SERVICE AND COMMAND SUPPORT

Command Ship (PM7)



U.S. 6th Fleet flagship with advanced C4I suites. Commanded by Navy captain with combined civil service mariner/military crew.

LCC 20

USS MOUNT WHITNEY

Quick Facts

Length 636 ft, Beam 108 ft, Draft 24 ft
Displacement 15,000 tons, Speed 23 kts
Crew: Civil service 154, Military 157 (ship support), 300 (staff)
Government Owned

Navigation, deck, engineering, laundry and galley services provided by MSC civil service mariners. Commanded by Navy captain.



SERVICE AND COMMAND SUPPORT

Afloat Forward Staging Base (PM7)



Provides capability at sea for a wide array of military operations to include mine counter-measure and special operation force mission sets.

AFSB(I) 15

USS PONCE

Quick Facts

Length 570 ft, Beam 100 ft, Draft 22 ft
Displacement 16,591 tons, Speed 20 kts
Crew: Civilian 154, Military 55
Government Owned

Navigation, deck, engineering, laundry and galley services provided by MSC civil service mariners. Commanded by a Navy captain with combined civil service mariner/military crew.



SERVICE AND COMMAND SUPPORT

Expeditionary Mobile Base (PM7)



Designed around four core capabilities: aviation, berthing, equipment staging area, command and control.

T-ESB 3

USNS LEWIS B. PULLER

Quick Facts

Length 784 ft, Beam 164 ft, Draft 31 ft
Displacement 106,664 tons, Speed 15 kts
Crew: Civilian 34, Military 250 (100 Military, 150 Embarked Military)
Government Owned

Crewed by a hybrid team of civilian mariners and permanent military crew members. Together they operate and maintain a large flight deck, berthing and messing accommodations and command and control to support embarked forces mission plan.



SERVICE AND COMMAND SUPPORT

Cable Laying/Repair Ship (PM7)



Transports, deploys, retrieves and repairs undersea cables.

T-ARC 7

USNS ZEUS

Quick Facts

Length 513 ft, Beam 73 ft, Draft 24.9 ft
Displacement 15,174 tons, Speed 14 kts
Crew: Civil service 58
Government Owned

Equipped with five cable tanks, cable transporters, single- and multi-beam sonar; and deployable buoys that provide data measurement of the ocean environment



SERVICE AND COMMAND SUPPORT

Expeditionary Fast Transport (PM8)



High-speed ship capable of rapid intratheater military transport.

EPF 1	USNS SPEARHEAD
EPF 2	USNS CHOCTAW COUNTY
EPF 3	USNS MILLINOCKET
EPF 4	USNS FALL RIVER
EPF 5	USNS TRENTON
EPF 6	USNS BRUNSWICK

Quick Facts

Length 337.9 ft, Beam 93.5 ft, Draft 12.57 ft

Displacement 2,460 tons, Speed 35 kts

Crew: Civil service 22

Government Owned

Capacity: up to 312 passengers and 600 tons with 20,000 sq ft cargo storage
Can be reconfigured to quickly adapt to whatever mission the ship is tasked with, to include carrying containerized portable hospitals to support disaster relief or transporting tanks and troops



SPECIAL MISSION

Missile Range Instrumentation Ship (PM2)



Monitors missile launches and collects data.

T-AGM 24

USNS INVINCIBLE

Quick Facts

Length 224 ft, Beam 43 ft, Draft 14.8 ft
Displacement 2,285 tons, Speed 11 kts
Crew: Civilian 18, Sponsor personnel 18
Government Owned

Converted Ocean Surveillance (T-AGOS) class ship, re-designated in April 2000; equipped with Dual Band X- and S-band radar systems



SPECIAL MISSION

Missile Range Instrumentation Ship (PM2)



Monitors missile launches and collects data.

T-AGM 25 **USNS HOWARD O. LORENZEN**

Quick Facts

Length 534 ft, Beam 89 ft, Draft 21.4 ft
Displacement 12,642 tons, Speed 20 kts
Crew: Civilian 38, Military 1, Scientists 25
Government Owned



SPECIAL MISSION

Navigation Test Support Ship (PM2)



Assists with submarine weapons and navigation system testing.

T-AGS 45

USNS WATERS

Quick Facts

Length 442 ft, Beam 69 ft, Draft 15 ft
Displacement 12,208 tons, Speed 13.2 kts
Crew: Civilian 28, Military/Scientists 59
Government Owned



SPECIAL MISSION

Oceanographic Survey Ship (PM2)



Supports worldwide oceanography programs, including performing acoustical, biological, physical and geophysical surveys.

- | | |
|----------|-----------------------------|
| T-AGS 60 | USNS PATHFINDER |
| T-AGS 62 | USNS BOWDITCH |
| T-AGS 63 | USNS HENSON |
| T-AGS 64 | USNS BRUCE C. HEEZEN |
| T-AGS 65 | USNS MARY SEARS |
| T-AGS 66 | USNS MAURY |

Quick Facts

Length 328.5-353 ft, Beam 58 ft, Draft 19 ft
Displacement 5,000 tons, Speed 16 kts
Crew: Civilian 24, Military 27
Government Owned

Crew consists of mission scientists and technicians supplied by the Naval Oceanographic Office. Equipped with multi-beam echo-sounders, towed sonars, expendable sensors, three multipurpose cranes and five winches.



SPECIAL MISSION

Sea-Based X-Band Radar (PM2)



Semi-submersible, self-propelled platform that provides ballistic missile-tracking information for the Missile Defense Agency.

SBX 1 SEA-BASED X-BAND RADAR

Quick Facts

Length 389 ft, Beam 238 ft, Draft 12.4 ft
Displacement 32,690 tons, Speed 8 kts
Crew: Civil service 34 (19 ROS), Mission support 49
Government Owned

Equipped with X-Band Radar and a Solid State Phased Array with a range 4,800 km



SPECIAL MISSION
Submarine and Special Warfare Support (PM2)



Supports the Navy's submarine and special warfare requirements.

MV	C-COMMANDO
MV	C-CHAMPION
MV	MALAMA
MV	DELORES CHOUEST
MV	DOMINATOR
T-AGSE 1	USNS BLACK POWDER
T-AGSE 2	USNS WESTWIND
T-AGSE 3	USNS EAGLEVIEW
T-AGSE 4	USNS ARROWHEAD

Quick Facts

Provide transit protection and open-ocean passenger transfer services for the Navy's submarine force. Can support submarine rescue missions if needed, as well as Navy Special Warfare Command requirements.

MV Dimensions

Length: 220/220/110/228/240 ft

Beam: 56/56/22/43/54 ft

Displacement: 1,903/2,106/65/1,650/3,655 tons

T-AGSE (Auxiliary General Submarine Escort) Dimensions

Length 250 ft, Beam 54 ft, Displacement 2,850 tons



SPECIAL MISSION

Ocean Surveillance Ship (PM2)



Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 19	USNS VICTORIOUS
T-AGOS 20	USNS ABLE
T-AGOS 21	USNS EFFECTIVE
T-AGOS 22	USNS LOYAL

Quick Facts

Length 234.5 ft, Beam 93.5 ft, Draft 24.9 ft
Displacement 3,384 tons, Speed 10 kts
Crew: Civilian 24-26, Military 8-22
Government Owned

Small Water-plane Twin Hull design. Deployed for 60-day Surveillance Towed Array Sensor System missions under Operational Control of the theater Anti-Submarine Warfare Commanders.



SPECIAL MISSION

Ocean Surveillance Ship (PM2)



Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 23 USNS IMPECCABLE

Quick Facts

Length 281.6 ft, Beam 95.8 ft, Draft 25.9 ft
Displacement 5,370 tons, Speed 12 kts
Crew: Civilian 26, Military 10-20
Government Owned

Larger and faster than the VICTORIOUS class with the additional capabilities of an active transmit array and handling system, power amplification and control systems, active signal processing, environmental analysis



PREPOSITIONING

MPF Container and RO/RO (PM3)



These Maritime Prepositioning Force ships provide equipment to sustain a Marine Corps Air Ground Task Force for up to 30 days. Discharges cargo in port or at sea using the Improved Navy Lighterage System.

T-AK 3008	USNS 2ND LT JOHN P. BOBO
T-AK 3009	USNS PFC DEWAYNE T. WILLIAMS
T-AK 3010	USNS 1ST LT BALDOMERO LOPEZ
T-AK 3011	USNS 1ST LT JACK LUMMUS
T-AK 3012	USNS SGT WILLIAM R. BUTTON

Quick Facts

Length 673.2 ft, Beam 105.5 ft, Draft 33 ft
Displacement 46,111 tons, Speed 17.7 kts
Crew: Civilian 30
Government Owned

Capacities: 162,500 sq ft vehicle, 1.6M gallons petroleum, 81,700 gallons water, 522 Containers (TEU - Twenty Foot Equivalent Unit), Lighterage - 2, Landing Craft Mechanized (LCM); Helicopter platform supports CH-53 up to E-model.



PREPOSITIONING

Expeditionary Transfer Dock (PM3)



Key component of the MPF program and serves as a transfer station to facilitate delivery of equipment cargo to limited or unavailable port access.

T-ESD 1
T-ESD 2

USNS MONTFORD POINT
USNS JOHN GLENN

Quick Facts

Length 785.1 ft, Beam 164 ft, Draft 39.3 ft
Displacement 77,388 tons, Speed 17.7 kts
Crew: Civilian 33
Embarked Security Team (when required): 12
Government Owned

Capacities: 25,000 sq ft vehicle staging area, 380,000 gallon of cargo fuel, 100,000 potable water storage, 25,000 gallon potable water generation per day, 20 containers (TEU - Twenty Foot Equivalent Unit), 3 Landing Craft Air Cushion lanes, and helicopter platform for medical evacuation operations



PREPOSITIONING

MPF LMSR (PM3)



This Maritime Prepositioning Force ship combines the enhanced prepositioning capabilities with modifications to provide a multi-mission vessel to the unified commander.

T-AK 3017 USNS GYSGT FRED W. STOCKHAM

Quick Facts

Length 906.9 ft, Beam 105.6 ft, Draft 35.8 ft
Displacement 55,123 tons, Speed 24 kts
Crew: Civilian 30, Additional berthing (172 personnel)
Government Owned

Supports extended operations for two H60 S/F/B/H Helicopters, including refueling;
Equipped with hangar for two Helicopters.



PREPOSITIONING MPF LMSR (PM3)



Prepositions containerized and palletized cargo, as well as rolling stock.

T-AKR 302	USNS SEAY
T-AKR 304	USNS PILILAAU
T-AKR 311	USNS SISLER
T-AKR 312	USNS DAHL

Quick Facts

Length 950 ft, Beam 105.8 ft, Draft 36 ft
Displacement 62,644 tons, Speed 24 kts
Crew: Civilian 30 (plus surge capacity)
Government Owned

Capacity: 394,673 sq ft



PREPOSITIONING
**MPF Dry Cargo/
Ammunition Ship (PM3)**



Two dedicated ships to provide ammunition, food, repair parts, stores and small quantities of fuel for the U.S. Marine Corps.

T-AKE 1
T-AKE 2

USNS LEWIS AND CLARK
USNS SACAGAWEA

Quick Facts

Length 689 ft, Beam 106 ft, Draft 30 ft
Displacement 41,000 tons, Speed 20 kts
Crew: Civil service 53
Government Owned

Capacities: 6,675 tons dry cargo, 1,716 tons refrigerated stores, 18,000 bbls cargo fuel;
Designed to carry 63 percent more cargo than previous AE and AFS classes



PREPOSITIONING

Air Force Container (PM3)



Provides Air Force with prepositioned ammunition stocks.

T-AK 4396
T-AK 5362

MV BERNARD F. FISHER
MV CAPT DAVID I. LYON

Quick Facts

Length 652/686 ft, Beam 106/99 ft, Draft 36/38 ft

Displacement 48,012/52,878 tons, Speed 16 kts

Crew: Civilian 19/20

Chartered

Capacity: 2,095/1,922 Containers (TEU - Twenty Foot Equivalent Unit)



PREPOSITIONING
**Offshore Petroleum Distribution
System (OPDS) (PM3)**



Transfers fuel from a tanker to depots ashore from up to 8 miles off the coast.

T-AG 5001 USNS VADM K.R. WHEELER

Quick Facts

Length 349 ft, Beam 70 ft, Draft 26 ft
Speed 15 kts, Displacement 6,491.5 tons
Civilian 23
Government Owned

Pumping Capacity: 2M gallons per day
Assisted with station keeping during pumping operations by USNS FAST TEMPO
USNS FAST TEMPO: Length 160 ft, Beam 30 ft, Displacement 610.6



PREPOSITIONING
**Army Prepositioned Stock
LMSR (PM3)**



MSC's largest sealift ships, which preposition Army stocks and are also available to move common user cargo.

T-AKR 313	USNS RED CLOUD
T-AKR 314	USNS CHARLTON
T-AKR 315	USNS WATKINS
T-AKR 316	USNS POMEROY
T-AKR 317	USNS SODERMAN

Quick Facts

Length 950 ft, Beam 105.8 ft, Draft 36.1 ft

Displacement 62,644 tons, Speed 24 kts

Crew: Civilian 30

Government Owned

Capacity: 392,627 sq ft



PREPOSITIONING

Army Container (PM3)



Provides 30 days sustainment for an Army Unit of Action Brigade Combat Team.

T-AK 4543

MV LTC JOHN U.D. PAGE

T-AK 4544

MV SSG EDWARD A. CARTER JR.

Quick Facts

Length 843.75 ft, Beam 105.62 ft, Draft 35 ft

Displacement 66,079 tons, Speed 21 kts

Crew: Civilian 20

Chartered

Capacity: 3,739 Containers (TEU - Twenty Foot Equivalent Unit)



SEALIFT

Large, Medium-Speed RO/RO (PM3)



Dry cargo surge sealift carrier. Transports containerized cargo and rolling stock between developed ports.

T-AKR 295	USNS SHUGHART
T-AKR 296	USNS GORDON
T-AKR 297	USNS YANO
T-AKR 298	USNS GILLILAND
T-AKR 300	USNS BOB HOPE
T-AKR 301	USNS FISHER
T-AKR 303	USNS MENDONCA
T-AKR 305	USNS BRITTIN
T-AKR 306	USNS BENAVIDEZ
T-AKR 310	USNS WATSON

Quick Facts

Length 906-954 ft, Beam 106 ft, Draft 34 ft
Displacement 59,460-61,680 tons, Speed 24 kts
Crew: Civilian 30
Government Owned
Maintained in Reduced Operating Status (ROS)

Capacities: Converted SHUGHART and GORDON classes approx 300,000 sq ft; purpose-built BOB HOPE Class, 380,000 sq ft (lifts one Army Heavy Brigade); T-AK 295 through T-AK 298 are specially configured for cold weather operations



SEALIFT

Container and RO/RO (PM3)



Dry cargo-carrying surge sealift.

T-AK 3005
T-AK 3006
T-AK 3007

USNS SGT MATEJ KOCAK
USNS PFC EUGENE A. OBREGON
USNS MAJ STEPHEN W. PLESS

Quick Facts

Length 821 ft, Beam 106 ft, Draft 32.2 ft
Displacement 51,612 tons, Speed 20 kts
Crew: Civilian 25
Government Owned

Capacities: 152,524 sq ft vehicle, 1.5M gallons petroleum,
94,780 gallons water, 540 Containers (TEU - Twenty Foot Equivalent Unit)
Lighterage - 2; Landing Craft Mechanized (LCM) - 8
Equipped with helicopter platform



SEALIFT

Container and RO/RO (PM3)



Combination RO/RO-container ships able to off-load their cargo either pierside or at anchor. Each ship is capable of carrying the lighterage needed to support cargo operations.

T-AK 3015
T-AK 3016

USNS 1ST LT HARRY L. MARTIN
USNS LCPL ROY M. WHEAT

Quick Facts

Length 754/864 ft, Beam 106/98 ft, Draft 36.1/34.8 ft
Displacement 51,531/50,570 tons, Speed 17/22 kts
Crew: Civilian 25/28
Government Owned

Enhanced capabilities: Fleet Hospital and Navy Mobile Construction Battalion.
Equipped with: 6 Lighterage Sections Roll-On/Roll-Off Discharge Facility (RRDF)



SEALIFT

Long-term Chartered Tankers (PM3)



Delivers petroleum products to DOD storage and distribution facilities worldwide.

T-AOT 5193
T-AOT 5246
T-AOT 5356
T-AOT 5419
T-AOT 5406

MT EMPIRE STATE
MT MAERSK PEARY
MT SLNC PAX
MT SLNC GOODWILL
ATB GALVESTON/PETROCHEM PRODUCER

Quick Facts

Length 600/591/332/621/604 ft
Beam 106/105/62/106/71 ft
Draft 42/34/23/41/28 ft
Displacement 58,746/47,876/9,989/62,174/26,884 tons
Speed 14.8 kts
Crew: Civilian 21
Chartered

Capacity: 322,675/271,441/51,275/323,751/154,494 barrels



SEALIFT

Petroleum Tanker (PM3)



Delivers petroleum products to DOD storage and distribution facilities worldwide.

T-AOT 1125 **USNS LAWRENCE H. GIANELLA**

Quick Facts

Length 615 ft, Beam 90 ft, Draft 36 ft

Displacement 39,624 tons

Crew: Civilian, Military

Government Owned

Capacity: 237,766 barrels



SEALIFT

Dry Cargo (PM3)



Long-term charter for port-to-port dry cargo shipping worldwide.

T-AK 5229
T/B

MV TRANSATLANTIC
SEA EAGLE/MB 1219

Quick Facts

Length 330/144 ft, Beam 53/150 ft
Displacement 9,295/440 tons, Speed 15/8 kts
Crew: Civilian, Military
Chartered

MV TransAtlantic capacity 1,300 Containers (TEU - Twenty Foot Equivalent Unit)
Sea Eagle operates as a shuttle between Port Canaveral, FL, and Andros Island, Bahamas carrying barge cargo for the Naval Underwater Warfare Center



SEALIFT

High-Speed RO/RO Vessel (PM3)



Provides high-speed transport for troops, cargo, and vehicles.

HSV 4676

WESTPAC EXPRESS

Quick Facts

Length 331.3 ft, Beam 87.5 ft, Draft 14.1 ft

Displacement 2,118 tons, Speed 35 kts

Crew: Civilian 14

Chartered

Capacity: Troop 970/Cargo 20,698 sq ft/Vehicles 236



SEALIFT

High-Speed Transport (PM3)



Former Hawaii superferries acquired by the Navy from the Maritime Administration in 2012.

HST 1
HST 2

USNS GUAM
FORMERLY HAWAII SUPERFERRY ALAKAI

Quick Facts

Length 373/379 ft, Beam 78 ft, Draft 12 ft

Displacement 1,646 tons, Speed 33 kts

Crew: Civilian 15-18

Government Owned

Capacity: 24,500 sq ft



SEALIFT

Ready Reserve Force (PM3)



Other ships kept in Reduced Operating Status (ROS), available for activation as required.

- 27 **Roll-on/Roll-off Ships**
- 8 **Fast Sealift Ships**
- 6 **Auxiliary Crane Ships**
- 2 **Heavy-lift Ships**
- 2 **Aviation Maintenance Ships**
- 1 **OPDS Tanker** (Offshore Petroleum Distribution System)

- 46 **Total**

Quick Facts

Crew: Civilian
Government Owned

Maintained in Reduced Operating Status (ROS) by Maritime Administration. RRF ships are maintained in 5- or 10-day readiness status. When activated, they are fully crewed and placed under the operational control of MSC in support of U.S. wartime, humanitarian and disaster-relief operations; and may also be used for military exercises. Identified by red, white and blue markings



Appendix D: MSC Fleet

Combat Logistics Force	15	Fleet Replenishment Oilers	30
	12	Dry Cargo/Ammunition Ships	
	3	Fast Combat Support Ships	
Service and Command Support	6	Expeditionary Fast Transports	22
	4	Fleet Ocean Tugs	
	4	Rescue and Salvage Ships	
	2	Hospital Ships	
	2	Submarine Tenders	
	1	Command Ship	
	1	Afloat Forward Staging Base (Interim)	
	1	Cable Laying/Repair Ship	
Special Mission	9	Submarine and Special Warfare Support Ships (5) Privately-owned	24
	6	Oceanographic Survey Ships	
	5	Ocean Surveillance Ships	
	2	Missile Range Instrumentation Ships	
	1	Navigation Test Support Ship	
	1	Sea-based X-band Radar Ship	
Prepositioning	14	Maritime Prepositioning Ships (6) Container/Roll-on/Roll-off Ships	25
		(4) Large, Medium-Speed, Roll-on/Roll-off Ships	
		(2) Expeditionary Transfer Docks	
		(2) Dry Cargo/Ammunition Ships	
	7	Army Prepositioned Stocks-3 Ships (5) Large, Medium-Speed, Roll-on/Roll-off Ships	
		(2) Container Ships	
	4	Navy, Marine Corps, Air Force Ships (2) Container Ships	
		(1) Offshore Petroleum Distribution Ship	
		(1) Offshore Petroleum Distribution Support Ship	
Sealift	10	Large, Medium-Speed, Roll-on/Roll-off Ships	25
	5	Roll-on/Roll-off Container Ships	
	5	Tankers (4) Privately-owned	
	2	Dry Cargo Ships	
	2	High-Speed Transports	
	1	High-Speed Vessel	
MARAD Ready Reserve Force	27	Roll-on/Roll-off Ships	46
	8	Fast Sealift Ships	
	6	Auxiliary Crane Ships	
	2	Heavy-lift Ships	
	2	Aviation Maintenance Ships	
	1	OPDS Tanker	



Appendix E: Abbreviations

ABS	American Bureau of Shipping
ACK	Acknowledge to Originator
AFFF	Aqueous Film Forming Foam
AOR	Areas of Responsibility
APF	Afloat Prepositioning Force
ARR	Arrived/Arrive/Arrival
ATA	Actual Time of Arrival
ATD	Actual Time of Departure
AVGAS	Aviation Gasoline
BBC	Bareboat Charter
BBL	Barrel
BDN	Bunker Delivery Note
BIC	Blount Island Command
BPH	Barrels Per Hour
BSC	Brief Stop, Cargo
BSF	Brief Stop, Fuel
BSP	Brief Stop, Personnel
CART	Cargo Afloat Rig Team
CAS	Collision Avoidance System
CASREP	Casualty Report
CIVMAR	Civil Service Mariner
COMSC	Commander, Military Sealift Command
CONSOL	Consolidation (underway replenishment)
COI	Certificate of Inspection
COR	Contracting Officer's Representative
COTP	Captain of the Port
CPA	Closest Point of Approach
CPPM	MSC Communications Policy and Procedures Manual
CSE	Course
CVC	Consecutive Voyage Charter
DEP	Departure
DEPORD	Deployment Order
DESC	Defense Energy Support Center
DFM	Diesel Fuel Marine
DISCH	Discharge
DLA	Defense Logistics Agency
DMR	Disabled Machinery Report
DTS	Defense Transportation System
EAD	Earliest Arrival Date
EDA	Estimated Date of Arrival
EDD	Estimated Date of Departure



Appendix E: Abbreviations

ENR	Enroute
EOB	Estimated on Berth
EPU	Expeditionary Port Unit
EPF	Expeditionary Fast Transport
ESB	Expeditionary Mobile Base
ESD	Expeditionary Transfer Dock
ETA	Estimated Time of Arrival
ETC	Estimated Time of Completion
ETD	Estimated Time of Departure
ETR	Estimated Time of Repair
FAS	Fueling-At-Sea
FLO/FLO	Float On/Float Off
FOS	Full Operating Status
FP	Force Protection
FPO	Force Protection Officer
FSS	Fast Sealift Ship
GAA	General Agency Agreement
GB	Government Bunkers
GCCS-M	Global Command and Control System – Maritime Operator
GCIC	Global Command Information Center
GMDSS	Global Maritime Distress and Safety System
GOCO	Government-owned, contract-operated
GOGO	Government-owned, government-operated
H/L	Heavy Lift
IMO	International Maritime Organization
INCSEA	Incidents at Sea
JLOTS	Joint Logistics-Over-The-Shore
JOPES	Joint Operational Planning and Execution System
JP-5	Jet Propellant 5 (Aviation Fuel)
KT	Knot
LAD	Latest Arrival Date
LASH	Lighter Aboard Ship
LCM	Landing Craft Mechanized
LI	Liner in (operator loads)
LMSR	Large, Medium Speed Roll-on/Roll-off
LNO	Liaison Officer
LO	Liner out (operator discharges)
LOGREQ	Logistics Requirement
LO/LO	Lift-on/Lift-off
LT	Long Ton



Appendix E: Abbreviations

LTD	Limited/Lower Between Decks
MARAD	Maritime Administration
MARPOL	Marine Pollution (refers to the International Convention for the Prevention of Pollution From Ships)
MCDS	Modular Cargo Delivery System
MDA	Maritime Domain Awareness
MEB	Marine Expeditionary Brigade
MEF	Marine Expeditionary Force
MFDS	Modular Fuel Delivery System
MGO	Marine Gas Oil
MILDEPT	Military Department
MOTSU	Military Ocean Terminal Support Unit
MOVREP	Movement Report
MPF	Maritime Prepositioning Force
MPS	Maritime Prepositioning Ship
MPSRON	Maritime Prepositioning Ship Squadron
MRCC	Movement Report Control Center
MS	Motor Ship
MSC	Military Sealift Command
MSCO	Military Sealift Command Office
M/T or MT	Measurement Ton (40 cu ft)/ Metric Ton (2204.6 lbs)
MV	Motor Vessel
NAVCHAPGRU	Naval Cargo Handling and Port Group
NDRF	National Defense Reserve Fleet
NFAF	Naval Fleet Auxiliary Force
NLO	Naval Liaison Officer
NLT	No Later Than
NSA	National Shipping Authority
O/B	On Berth
OIC	Officer in Charge
OPDS	Offshore Petroleum Discharge/Distribution System
OTSR	Optimum Track Ship Routing
PIM	Position and Intended Movement
PM	Program Management/Manager
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils and Lubricants
POSREP	Position Report
PREPO	Prepositioning



Appendix E: Abbreviations

PREREP	Pre-arrival Report
QAR	Quality Assurance Representative
RAS	Restricted Availability Status/ Replenishment-At-Sea
RAV	Repair Availability
RDD	Required Delivery Date
RFS	Ready For Sea
ROB	Remaining Onboard
RO/RO	Roll On/Roll Off
ROS	Reduced Operating Status
RPM	Revolutions per minute
RQD	Required
RRF	Ready Reserve Force
SAILORD	Sailing Order
SCC	Shipping Control Coordinator
SDDC	Surface Deployment and Distribution Command
SEALOG	Sealift Logistics Command
SITREP	Situation Report
SS	Steam Ship
ST	Short Ton (2000 lbs)
TC	Time Charter
TCN	Transportation Control Number
TEU	Twenty-Foot Equivalent Unit
TRANSCOM	U.S. Transportation Command
USTC	U.S. Transportation Command
USTRANSCOM	U.S. Transportation Command
VC	Voyage Charter
VERTREP	Vertical Replenishment (by helicopter)
VISA	Voluntary Intermodal Sealift Agreement
VOY	Voyage
VSP	Vessel Security Plan
VTA	Voluntary Tanker Agreements
VTS	Vessel Traffic Service
WEAX	Enroute Weather Forecast
WEBSKED	Web Scheduling tool
WTCA	Water Terminal Clearance Authority



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