



# 2023 HANDBOOK



**THE U.S. NAVY'S  
MILITARY SEALIFT COMMAND**





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*Information is current as of March 2023*



Military Sealift Command Headquarters, Norfolk, Virginia

As the Department of Defense’s maritime logistics provider, Military Sealift Command delivers agile, persistent, and innovative logistics solutions to the Navy and Joint Force, generating effects across the spectrum of military operations in strategic competition, crisis, and conflict.

Directly supporting Navy Fleet Commanders and as the Naval Component of U. S. Transportation Command, MSC crews, trains, equips, and operates over 130 government and commercially-owned and chartered vessels for the Department of Defense and other agencies.

The MSC fleet includes sealift vessels, tankers, naval auxiliaries, and a variety of special mission and support ships. MSC is underway worldwide to serve joint warfighters and call on ports in every continent, including Antarctica.

MSC Area Commands provide expertise and operational perspective to Navy Fleet commanders. The Area Commands are operationally focused and are aligned with the Numbered Fleet logistics staffs in their respective theaters: Atlantic in Norfolk, Virginia; Pacific in San Diego; Europe and Africa in Naples, Italy; Central in Manama, Bahrain; and the Far East in Singapore.

Ship maintenance and support functions are integrated into six maintenance hubs under the Area Commands in the following locations: Naples, Italy; Manama, Bahrain; Singapore; Yokohama, Japan; San Diego and Guam.

MSC’s workforce includes 5,000 civil service and contract mariners, supported by 1,300 shore staff and 1,200 active and reserve military personnel. A \$4.4 billion organization with



operations in all 24 time zones, MSC provides services to the Navy, Army, Air Force, Marine Corps, U.S. Transportation Command, Missile Defense Agency, and other U.S. government agencies.

To operate effectively in today's maritime, MSC afloat training has expanded with basic and advanced operations courses focused on contested environments, and integration and training events with operational forces. Also, MSC directly supports U.S. Maritime Administration as similar curricula are developed for contract mariners. In addition, MSC deploys Navy Reserve Corps Officers qualified as Tactical Advisors or TACADs aboard both government-owned and commercially-owned sealift vessels on charter. TACADs advise the ship master and crew on operations while at the same time acting as a command and control representative. They also provide essential skillset training for merchant mariners while underway.

Over the next decade, 12 new classes of ships will come online, and MSC will see up to 20 new ships delivered to the fleet in the next five years, all with modernized systems. In addition, MSC is focused on delivering emerging capabilities such as new connectors, unmanned aerial resupply, and expeditionary munitions reload to better support distributed maritime logistics.

## Headquarters Organization



The MSC commander is located at Naval Station Norfolk, Virginia. All MSC vessels are assigned to programs that support the three MSC mission areas. Ashore personnel are responsible for administration, crewing, training, equipping, and maintaining government-owned and government-operated ships of the MSC Fleet.

### Combat Logistics Force

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.

### Fleet Support and Special Mission

Provides the Navy with towing, rescue and salvage, submarine support, cable laying and repair services, a command and control platform, floating medical facilities, expeditionary sea bases, and fast transport vessels.

#### Special Mission

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

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.

### **Expeditionary Fast Transport**

Provides high-speed, agile-lift capability to deliver operationally ready units to small, austere ports and flexibly support a wide range of missions including maneuver and sustainment, humanitarian assistance and special operations support.

### **Service Support**

Provides towing, rescue and salvage, submarine support and afloat medical facilities.

### **Combatant Command Support**

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 / float-on float-off) from both government and commercial sources.

### **Sealift/Army and Air Force Prepositioning Ships**

Provides, efficient and cost-effective ocean transportation for the DoD and other federal agencies during peacetime and war.

### **Tankers**

MSC has five long-term chartered commercial tankers, and various short-term 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. Four long-term chartered Medium Range (MR) tankers provide consolidation operations (CONSOL) to MSC's Combat Logistic Force (CLF). These ships are crewed by commercial mariners working for companies under contract to MSC

### **Adaptive Force Package**

The Adaptive Force Package Program is charged with supporting and integrating adaptive force packages (AFPs) onboard MSC vessels. The AFP program was established in 2018, and aligns with the Chief of Naval Operations "Design for Maintaining Maritime Superiority" report that tasked United States Fleet Forces (USFF) to "Strengthen Naval Power at and from the Sea."

AFPs confer non-standard mission capabilities to existing MSC platforms, such as expeditionary fast transports, expeditionary mobile bases, expeditionary transfer docks and chartered vessels, by seamlessly integrating capabilities from disparate units. The AFP program will also be responsible for the life cycle management and operational readiness of the forthcoming modular CONSOL adapter kits (MCAKs) which support distributed maritime operations (DMO).

## Area Command Organization

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.

Area command commodores are dual-hatted, each one having a formal relationship with their 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 support.

### Reserve Units

Thirty eight Navy Reserve units support MSC operations worldwide, providing critical support to combat logistics' force via afloat rig team support during weapons and refueling operations, providing integrated sustainment and logistics support to joint forces at expeditionary sea ports of debarkation and embarkation, delivering sustained logistics support to the MSC Fleet, and direct integration of the Strategic Sealift Officers for material and Tactical Advisor support to the Strategic Sealift Reserve Fleet.

### MSC Offices

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 Detachment and Liaison Office

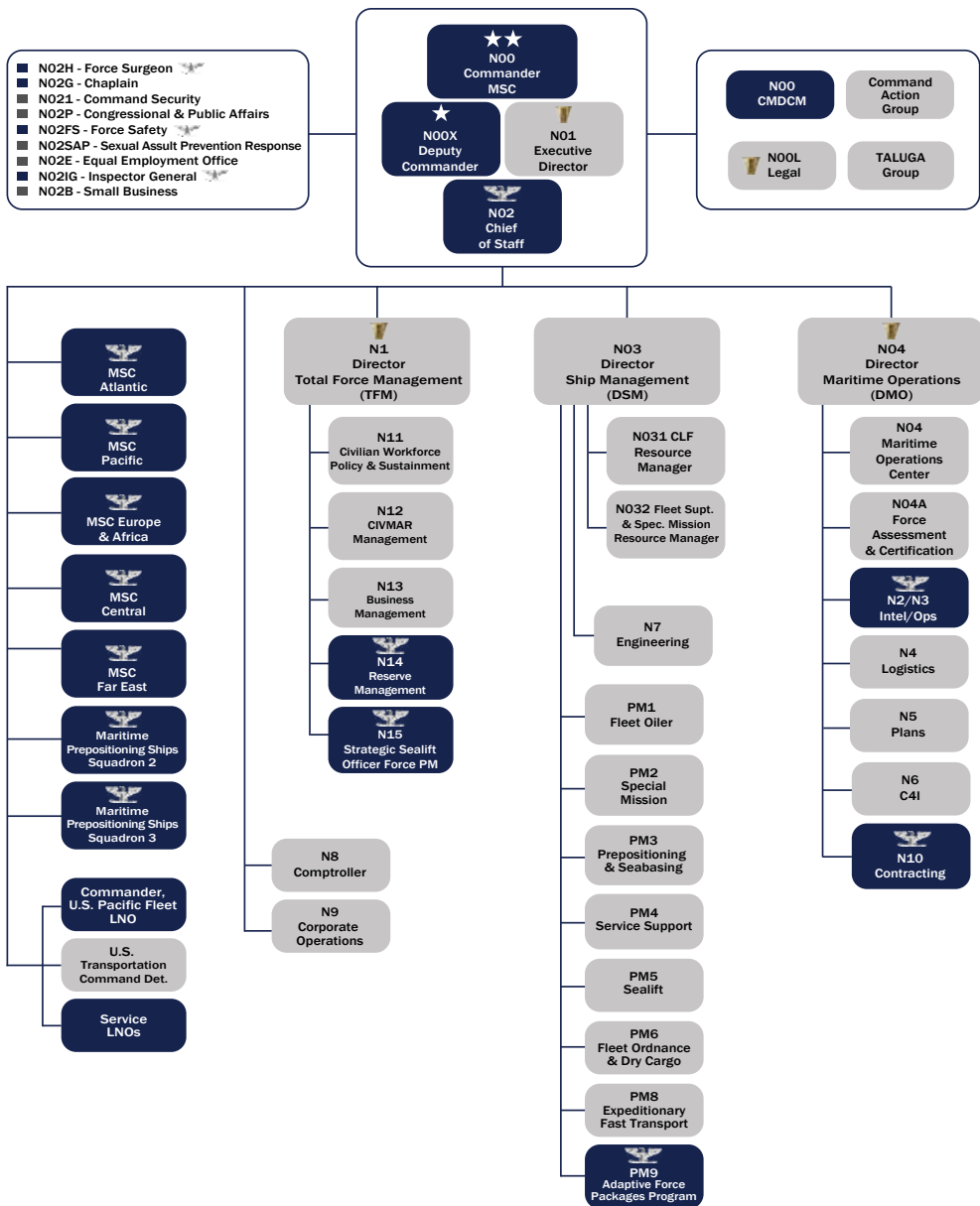
MSC headquarters has a detachment to USTRANSCOM at Scott Air Force Base, Illinois, and a Pacific Fleet liaison officer in Hawaii. These offices represent MSC in all mission areas and operations in which their host command conducts coordination activities. They direct staff inquiries to appropriate points of contact and act as subject matter experts for MSC-related questions. They alert MSC staff to developing requirements, tasks and initiatives.

### Strategic Sealift Officer Force

The SSO community merges the expertise of the merchant mariner with the warfighting capabilities of a naval officer. In peacetime, the merchant mariner represents the economic strength of our nation, while in times of conflict, the SSO represents the ability to project and sustain the combat power of our nation.



# Organizational Structure



## Contact List

	Office	DSN
<b>Commander, MSC HQ:</b>		
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
Command Master Chief	757-341-3429	646-3429
Global Command Information Center	757-443-5845	646-5845
Inspector General	757-443-2340	646-2340
Director, Congressional and Public Affairs	757-443-2839	646-2839
Director, Force Safety	757-341-5662	646-5662
Director, Total Force Management	757-443-2865	646-2865
Legal Counsel	757-443-5287	646-5287
Equal Employment Opportunity	757-341-3310	646-3310
Director, Ship Management	757-443-5672	646-5672
Deputy Director, Ship Management	757-443-2776	646-2776
Program Manager, Fleet Oiler	757-443-2883	646-2883
Program Manager, Special Mission	757-443-5957	646-5957
Program Manager, Prepositioning	757-443-0870	646-0870
Program Manager, Service Support	757-443-2780	646-2780
Program Manager, Sealift	757-443-5614	646-5614
Program Manager, Fleet Ordnance and Dry Cargo	757-443-5041	646-5041
Program Manager, Expeditionary Fast Transport	757-443-2437	646-2437
Program Manager, Adaptive Force Packages	757-443-0871	646-8071
Director, Maritime Operations	757-443-2700	646-2700
Deputy Director, Maritime Operations	757-443-2776	646-2776
Director, Operations/Plans	757-443-0952	646-0952
Director, Logistics	757-443-2817	646-2817
Director, Command, Control, Communications and Computer Systems	757-443-2893	646-2893
Director, Engineering	757-341-5519	646-5519
Comptroller	757-443-3905	646-3905
Director, Corporate Operations	757-341-3430	646-3430
Director, Contracts and Business Management	757-341-2308	646-2308
CIVMAR Support Center	800-793-5784	
Medical Readiness	757-443-5771	
Marine Placement	757-443-5922	
Force Safety	757-341-5662	
Sexual Assault Prevention and Response	757-803-4530	
Chaplain	757-443-3973	
Navy Civilian Employee Assistance	844-366-2327	
National Suicide Prevention Lifeline	800-273-8255	

	Office	DSN
<b>MSC Atlantic (Norfolk):</b>		
Commodore	757-443-5601	646-5601
Deputy	757-443-5602	646-5602
Staff Duty Officer	757-443-5758	646-5758
<b>MSC Pacific (San Diego):</b>		
Commodore	619-524-9600	524-9600
Deputy	619-524-9600	524-9600
Staff Duty Officer	619-572-2969	
<b>MSC Europe and Africa (Italy):</b>		
Commodore	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
<b>MSC Far East (Singapore):</b>		
Commodore	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
<b>MSC Central (Bahrain):</b>		
Commodore	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
<b>Other Offices and Representatives:</b>		
Beaumont, TX	409-617-0380	
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	
<b>MSC Detachment USTRANSCOM, Scott AFB, IL</b>	618-220-4773	770-4773
<b>MSC LNO, Pearl Harbor, HI</b>	808-471-8597	315-472-8597

## Combat Logistics Force

The ships of MSC's Combat Logistics Force (CLF) 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 and combat ready for extended periods of time.

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



The Henry J. Kaiser-class underway replenishment oiler USNS Patuxent (T-AO 201) transits the Atlantic Ocean as seen from a MH-60R Seahawk assigned to the 'Magicians' of Helicopter Maritime Strike Squadron (HSM 35) from the guided-missile destroyer USS Gridley (DDG 101). (U.S. Navy photo by Mass Communication Specialist 2nd Class Cameron Stoner)

## Fleet Oiler

### Fleet Replenishment Oiler

USNS Rappahannock (T-AO 204)



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

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

### Technical Characteristics

Length 677.5 ft, Beam 97.5 ft, Draft 35.8 ft  
 Displacement 40,900-41,225 tons, Speed 20 kts  
 Crew: Civil Service Mariners  
 Government-owned

Capacities: 153,000 bbls cargo fuel  
 159,000 bbls for double-hulled T-AO 201, 203, 204  
 Limited stores: 32 pallets frozen, 32 chill, 522 dry

## Fleet Ordnance and Dry Cargo

### Fleet Replenishment Oiler

USNS John Lewis (T-AO 205)



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

T-AO 205	<b>USNS JOHN LEWIS</b>
T-AO 206	<b>USNS HARVEY MILK</b>
T-AO 207	<b>USNS EARL WARREN</b>

### Technical Characteristics

Length 746 ft, Beam 106 ft, Draft 30 ft  
Displacement 49,850 tons, Speed 20 kts  
Crew: Civil Service Mariners  
Government-owned

Capacities: 6,675 tons dry cargo  
1,716 tons refrigerated stores  
162,000 bbls cargo fuel

## Fleet Ordnance and Dry Cargo

### Dry Cargo/Ammunition Ship

USNS William McLean (T-AKE 12)



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

T-AKE 1	<b>USNS LEWIS AND CLARK</b> (Prepositioning)
T-AKE 2	<b>USNS SACAGAWEA</b> (Prepositioning)
T-AKE 3	<b>USNS ALAN SHEPARD</b>
T-AKE 4	<b>USNS RICHARD E. BYRD</b>
T-AKE 5	<b>USNS ROBERT E. PEARY</b>
T-AKE 6	<b>USNS AMELIA EARHART</b>
T-AKE 7	<b>USNS CARL BRASHEAR</b>
T-AKE 8	<b>USNS WALLY SCHIRRA</b>
T-AKE 9	<b>USNS MATTHEW PERRY</b>
T-AKE 10	<b>USNS CHARLES DREW</b>
T-AKE 11	<b>USNS WASHINGTON CHAMBERS</b>
T-AKE 12	<b>USNS WILLIAM MCLEAN</b>
T-AKE 13	<b>USNS MEDGAR EVERS</b>
T-AKE 14	<b>USNS CESAR CHAVEZ</b>

### Technical Characteristics

Length 689 ft, Beam 106 ft, Draft 30 ft  
 Displacement 41,000 tons, Speed 20 kts  
 Crew: Civil Service Mariners  
 Government-owned

Capacities: 6,675 tons dry cargo  
 1,716 tons refrigerated stores  
 25,000 bbls cargo fuel

## Fleet Ordnance and Dry Cargo

### Fast Combat Support Ship

USNS Arctic (T-AOE 8)



Delivers petroleum products, ammunition, food and other cargo to customer ships at sea.

T-AOE 6  
T-AOE 8

**USNS SUPPLY**  
**USNS ARCTIC**

### Technical Characteristics

Length 754 ft, Beam 107 ft, Draft 38 ft  
Displacement 48,500 tons, Speed 25+ kts  
Crew: Civil Service Mariners  
Government-owned

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



## Special Mission

The Special Mission Program provides 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) 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.



## Special Mission

### Missile Range Instrumentation Ship



**Monitors missile launches and collects data.**

T-AGM 25

**USNS HOWARD O. LORENZEN**

### Technical Characteristics

**Length 534 ft, Beam 89 ft, Draft 21.4 ft  
Displacement 12,642 tons, Speed 20 kts  
Crew: Contract Mariners, Military, Scientists  
Government-owned**

## Special Mission

# Ocean Surveillance Ship



**Conducts Surveillance Towed Array Sensor System operations.**

T-AGOS 19	<b>USNS VICTORIOUS</b>
T-AGOS 20	<b>USNS ABLE</b>
T-AGOS 21	<b>USNS EFFECTIVE</b>
T-AGOS 22	<b>USNS LOYAL</b>

## Technical Characteristics

**Length 234.5 ft, Beam 93.5 ft, Draft 24.9 ft**  
**Displacement 3,384 tons, Speed 10 kts**  
**Crew: Contract Mariners, Military**  
**Government-owned**

## Special Mission

# Ocean Surveillance Ship

USNS Impeccable (T-AGOS 23)



**Conducts Surveillance Towed Array Sensor System operations.**

T-AGOS 23      **USNS IMPECCABLE**

## Technical Characteristics

**Length 281.6 ft, Beam 95.8 ft, Draught 25.9 ft**  
**Displacement 5,370 tons, Speed 12 kts**  
**Crew: Contract Mariners, Military**  
**Government-owned**

## Special Mission

# Ocean Surveillance Ship

HOS Red Rock (SURTASS-E)



Conduct Surveillance Towed Array Sensory System (SURTASS) operations. The vessel will tow a passive acoustic monitoring system, between 4-6 knots, 24 hours/day for up to a 60-day event.

### HOS RED ROCK (SURTASS-E)

## Technical Characteristics

Length 292 ft, Beam 64 ft, Draft 19.9 ft  
Displacement 3,911 tons, Speed 12 kts  
Crew: Contract Mariners  
Contractor-owned

## Special Mission

### Oceanographic Survey Ship

USNS Pathfinder (T-AGS 60)



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

T-AGS 60	<b>USNS PATHFINDER</b>
T-AGS 62	<b>USNS BOWDITCH</b>
T-AGS 63	<b>USNS HENSON</b>
T-AGS 64	<b>USNS BRUCE C. HEEZEN</b>
T-AGS 65	<b>USNS MARY SEARS</b>
T-AGS 66	<b>USNS MARIE THARP</b>

### Technical Characteristics

Length 328.5-353 ft, Beam 58 ft, Draft 19 ft  
Displacement 5,000 tons, Speed 16 kts  
Crew: Contract Mariners, Military  
Government-owned

## Special Mission

### Sea-based X-band Radar

Sea-based X-band Radar (SBX-1)



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

SBX-1      **SEA-BASED X-BAND RADAR**

### Technical Characteristics

Length 389 ft, Beam 238 ft, Draft 12.4 ft  
Displacement 32,690 tons, Speed 8 kts  
Crew: Contract Mariners, Military  
Government-owned

## Special Mission

### Sea-based X-band Radar Support Ship



Support vessel for the SBX, supplying materials and personnel.

#### MV HERCULES

### Technical Characteristics

Length 292 ft, Beam 64 ft  
Displacement 9,052 tons, Speed 12 kts  
Crew: Contract Mariners  
Contractor-owned



## Special Mission

### Cable Laying / Repair Ship

USNS Zeus (T-ARC 7)



Transports, deploys, retrieves and repairs undersea cables.

T-ARC 7

**USNS ZEUS**

### Technical Characteristics

Length 513 ft, Beam 73 ft, Draft 24.9 ft  
Displacement 15,174 tons, Speed 14 kts  
Crew: Civil Service Mariners  
Government-owned

## Special Mission

### Cable Laying / Repair Ship

CS Global Sentinel



Transports, deploys, retrieves and repairs undersea cables.

**CS GLOBAL SENTINEL**

### Technical Characteristics

**Length 478 ft, Beam 71 ft, Draft 15 ft**  
**Displacement 16,118 tons, Speed 14 kts**  
**Crew: Contract Mariners**  
**Contractor-owned**

## Special Mission

### Navigation Test Support Ship

USNS Waters (T-AGS 45)



**Assists with submarine weapons and navigation system testing.**

T-AGS 45      **USNS WATERS**

### Technical Characteristics

**Length 442 ft, Beam 69 ft, Draft 15 ft**  
**Displacement 12,208 tons, Speed 13.2 kts**  
**Crew: Contract Mariners, Military, Scientists**  
**Government-owned**

## Special Mission

### Submarine and Special Warfare Support

USNS Westwind (T-AGSE 2)



Supports the Navy's submarine and special warfare requirements.

- |          |                          |
|----------|--------------------------|
| T-AGSE 1 | <b>USNS BLACK POWDER</b> |
| T-AGSE 2 | <b>USNS WESTWIND</b>     |
| T-AGSE 3 | <b>USNS EAGLEVIEW</b>    |
| T-AGSE 4 | <b>USNS ARROWHEAD</b>    |

### Technical Characteristics

T-AGSE (Auxiliary General Submarine Escort) Dimensions  
Length 250 ft, Beam 54 ft, Displacement 2,850 tons  
Crew: Contract Mariners  
Government-owned

## Prepositioning and Seabasing

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, 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 under-developed areas of the world.

MSC's prepositioning ships include Maritime Prepositioning Force (MPF) ships supporting the U.S. Marine Corps.

MPF ships are strategically located in two geographic areas and assigned to one of two Maritime Prepositioning Ship (MPS) squadrons: MPS Squadron Two in Diego Garcia in the Indian Ocean, and MPS Squadron Three in western Pacific Ocean.

While most active ships in the prepositioning fleet strategically place combat gear at sea, the program also manages an offshore petroleum distribution system ship that can deliver fuel from up to 8 miles offshore with its supporting tender vessel.

Prepositioning ships are crewed by mariners who work for ship operating companies under contract to the MSC.



Marine Amphibious Assault Vehicles roll down the ramp of the Military Sealift Command Marine Corps roll-on/roll-off ship USNS 1st Lt Baldomero Lopez (T-AK 3010) onto the roll-on/roll-off discharge facility as part of exercise Freedom Banner. (U.S. Navy Photo by Petty Officer 2nd Class Brian P. Caracci)

## Prepositioning and Seabasing

### Maritime Prepositioning Force Container Roll-On / Roll-Off

USNS 1ST LT Jack Lummus (T-AK 3011)



Provides equipment to sustain a Marine Corps Air Ground Task Force and discharges cargo in port or at sea using the Improved Navy lighterage system.

T-AK 3008  
T-AK 3009  
T-AK 3010  
T-AK 3011  
T-AK 3012

**USNS 2ND LT JOHN P. BOBO**  
**USNS PFC DEWAYNE T. WILLIAMS**  
**USNS 1ST LT BALDOMERO LOPEZ**  
**USNS 1ST LT JACK LUMMUS**  
**USNS SGT WILLIAM R. BUTTON**

### Technical Characteristics

Length 673.2 ft, Beam 105.5 ft, Draft 33 ft  
Displacement 46,111 tons, Speed 17.7 kts  
Crew: Contract Mariners  
Government-owned

Capacities: 162,500 square feet 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 and Seabasing

### Maritime Prepositioning Force LMSR, Roll-On / Roll-Off

USNS Seay (T-AKR 302)



Prepositions containerized and palletized cargo as well as rolling stock.

T-AKR 302	<b>USNS SEAY</b>
T-AKR 304	<b>USNS PILILAAU</b>
T-AKR 311	<b>USNS SISLER</b>
T-AKR 312	<b>USNS DAHL</b>

### Technical Characteristics

Length 950 ft, Beam 105.8 ft, Draft 36 ft  
Displacement 62,644 tons, Speed 24 kts  
Crew: Contract Mariners  
Government-owned

Capacity: 394,673 sq ft

## Prepositioning and Seabasing

### Maritime Prepositioning Force Container Roll-On / Roll-Off

USNS GYSGT Fred W. Stockham (T-AK 3017)



Combines enhanced prepositioning capabilities with modifications to provide multi-mission vessels to commanders.

T-AK 3017

**USNS GYSGT FRED W. STOCKHAM**

### Technical Characteristics

Length 906.9 ft, Beam 105.6 ft, Draft 35.8 ft  
Displacement 55,123 tons, Speed 24 kts  
Crew: Contract Mariners  
Government-owned

Supports extended operations for two H-60 S/F/B/H helicopters, to include hangers and refueling.



## Prepositioning and Seabasing

### Maritime Prepositioning Force Expeditionary Transfer Dock

USNS Montford Point (T-ESD 1)



Serves as a transfer station to facilitate delivery of equipment cargo to areas with limited or unavailable port access.

T-ESD 1  
T-ESD 2

**USNS MONTFORD POINT**  
**USNS JOHN GLENN**

### Technical Characteristics

Length 785.1 ft, Beam 164 ft, Draft 39.3 ft  
Displacement 77,388 tons, Speed 17.7 kts  
Crew: Contract Mariners  
Government-owned

Capacities: 25,000 square feet vehicle staging area, 380,000 gallons 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 a helicopter platform for medical evacuation operations.

## Prepositioning and Seabasing

### Expeditionary Sea Base

USS Hershel "Woody" Williams (ESB 4)



Provides dedicated support for airborne mine countermeasures, expeditionary missions, counter-piracy, maritime security, humanitarian assistance and disaster relief. Supports rotary wing aircraft, including MV-22 Osprey.

- ESB 3     **USS LEWIS B. PULLER**
- ESB 4     **USS HERSHEL "WOODY" WILLIAMS**
- ESB 5     **USS MIGUEL KEITH**
- ESB 6     **USS JOHN L. CANLEY**

### Technical Characteristics

Length 784 ft, Beam 164 ft, Draft 31 ft  
Displacement 106,664 tons, Speed 15 kts  
Crew: Civil Service Mariners, Military  
Government-owned

The ESB is crewed by a hybrid team of civil service mariners and military crew members and members who operate and maintain the flight deck, berthing and messing accommodations and command and control to support embarked mission forces.

## Prepositioning and Seabasing

# Offshore Petroleum Distribution System

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



The T-AG class transfers fuel from tankers to depots ashore from up to 8 miles off the coast.

T-AG 5001

**USNS VADM K.R. WHEELER**

T-AG 4907

**USNS FAST TEMPO**

## Technical Characteristics

Length 349 ft, Beam 70 ft, Draft 26 ft  
Speed 15 kts, Displacement 6,491.5 tons  
Crew: Contract Mariners  
Government-owned

USNS Fast Tempo: Length 160 ft, Beam 30 ft, Displacement 610.6

## Service Support

Service support ships provide towing, rescue and salvage, submarine support, command and control, and afloat medical facilities. Support ships include fleet ocean tugs, rescue and salvage ships, hospital ships, submarine tenders, and a command ship.

Service support manages government-owned, government operated ships and commercial-owned, commercial-operated ships.



A Turkish navy maritime interdiction operations team practices boarding-and-search techniques aboard the Military Sealift Command Safeguard-class rescue-and-salvage ship USNS Grasp (T-ARS 51) as part of Exercise Phoenix Express. (Courtesy Photo)

## Service Support

### Hospital Ship

USNS Comfort (T-AH 20)



Hospital ships provide emergency on-site care for U.S. combatant forces deployed in war or other operations.

T-AH 19  
T-AH 20

**USNS MERCY**  
**USNS COMFORT**

### Technical Characteristics

Length 894 ft, Beam 106 ft, Draft 32 ft  
Displacement 69,552 tons, Speed 17 kts  
Crew: Civil Service Mariners, Military  
Government-owned

T-AH ships are 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 Support

### Rescue and Salvage Ship

USNS Grasp (T-ARS 51)



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

T-ARS 51  
T-ARS 52

**USNS GRASP**  
**USNS SALVOR**

### Technical Characteristics

Length 255 ft, Beam 51 ft, Draft 17 ft  
Displacement 3,336 tons, Speed 14 kts  
Crew: Civil Service Mariners, Military  
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 foot 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 for firefighting.

## Service Support

# Submarine Tender

USS Frank Cable (AS 40)



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

AS 39  
AS 40

USS EMORY S. LAND  
USS FRANK CABLE

## Technical Characteristics

Length 644 ft, Beam 85 ft, Draft 26 ft  
Displacement 23,000 tons, Speed 20 kts  
Crew: Civil Service Mariners, Military  
Government-owned

Navigation, deck, engineering, laundry and galley services provided by civil service mariners.

## Service Support

# Submarine and Special Warfare Support

MV HOS Dominator



Supports the Navy's submarine and special warfare requirements.

### MV HOS DOMINATOR

## Technical Characteristics

### MV Dimensions

Length: 240/238 ft, Beam: 54/52 ft

Displacement: 3,655/1,599 tons

Crew: Contract Mariners

Contractor-owned



## Service Support

### Submarine and Special Warfare Support



Supports the Navy's submarines and expeditionary forces.

#### MV HOS MALAMA

### Technical Characteristics

**MV Dimensions**

**Length: 150/100 ft, Beam: 27/22 ft**

**Displacement: 340/65 tons**

**Crew: Contract Mariners**

**Contractor-owned**

## Service Support Fleet Ocean Tug



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

T-ATF 168

**USNS CATAWBA**

### Technical Characteristics

Length 226 ft, Beam 42 ft, Draft 15.1 ft  
Displacement 2,296 tons, Speed 14.5 kts  
Crew: Civil Service Mariners, Military  
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 Support

### Fleet Ocean Tug

**MV Gary Chouest**



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

#### **MV GARY CHOUEST**

### **Technical Characteristics**

**Length 276 ft, Beam 60 ft, Draft 19 ft  
Displacement 4,065 tons, Speed 16 kts  
Crew: Contract Mariners  
Contractor-owned**

## Service Support Command Ship



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

LCC 20

**USS MOUNT WHITNEY**

### Technical Characteristics

Length 636 ft, Beam 108 ft, Draft 24 ft  
Displacement 15,000 tons, Speed 23 kts  
Crew: Civil Service Mariners, Military  
Government-owned

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

## Service Support

### Fleet Experimentation



MV Ocean Valor

Performs exercise support, fleet experiments and other missions as assigned.

### MV OCEAN VALOR

### Technical Characteristics

Length 261 ft, Beam 60 ft  
Displacement 3,183 LT, Speed 14 kts  
Crew: Contract Mariners, Military  
Contractor-owned

## Service Support

### Fleet Experimentation



Provides proof of concept for USMC mobility assets equipped with stern ramps and beaching capability.

#### MV HOS RESOLUTION

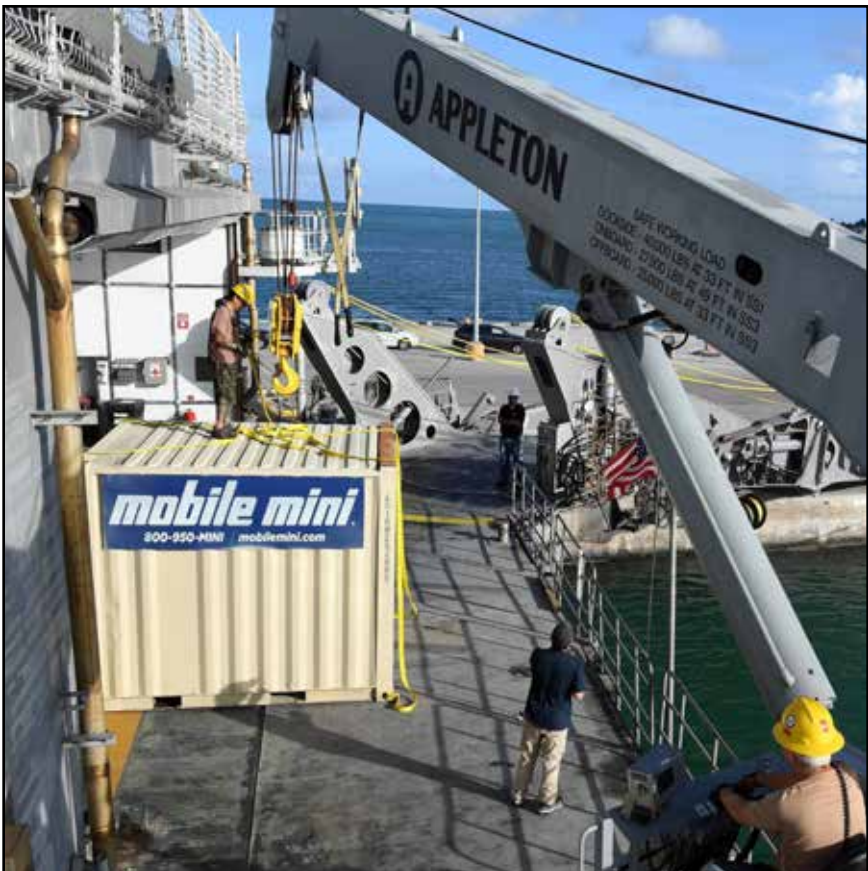
### Technical Characteristics

Length 257 ft, Beam 54 ft  
Speed 14 kts  
Crew: Contract Mariners, Military  
Contractor-owned

## Expeditionary Fast Transport

Expeditionary Fast Transports (EPFs) are high-speed, shallow-draft ships capable of intra-theater personnel and cargo lift for the armed services. Able to reach speeds of more than 35 knots, they enable the rapid transit and deployment of conventional and special forces, equipment and supplies in support of maneuver and sustainment operations.

EPFs provides high-speed, agile lift capability to deliver operationally ready units to small, austere ports and flexibly support a wide range of missions including humanitarian assistance/disaster relief, theater security cooperation, maritime domain awareness and noncombatant evacuations.



Military Sealift Command Civil Service Mariners stationed aboard USNS Spearhead (T-EPF 1) prepare to lift a cargo container to the flight deck, using the ship's crane. (U.S. Navy Photo by Mass Communication Specialist 1st Class Jeremy Starr)

## Expeditionary Fast Transport

### Expeditionary Fast Transport

USNS Burlington (T-EPF 10)



High-speed ship capable of rapid intratheater military transport.

T-EPF 1	<b>USNS SPEARHEAD</b>
T-EPF 2	<b>USNS CHOCTAW COUNTY</b>
T-EPF 3	<b>USNS MILLINOCKET</b>
T-EPF 4	<b>USNS FALL RIVER</b>
T-EPF 5	<b>USNS TRENTON</b>
T-EPF 6	<b>USNS BRUNSWICK</b>
T-EPF 7	<b>USNS CARSON CITY</b>
T-EPF 8	<b>USNS YUMA</b>
T-EPF 9	<b>USNS CITY OF BISMARCK</b>
T-EPF 10	<b>USNS BURLINGTON</b>
T-EPF 11	<b>USNS PUERTO RICO</b>
T-EPF 12	<b>USNS NEWPORT</b>
T-EPF 13	<b>USNS APALACHICOLA</b>

### Technical Characteristics

Length 337.9 ft, Beam 93.5 ft, Draft 12.57 ft  
Displacement 2,460 tons, Speed 35 kts  
Crew: Civil Service Mariners  
Government-owned

Capacity: Up to 312 passengers and 600 tons with 20,000 square feet 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.



## Expeditionary Fast Transport

### High-Speed Transport

USNS Guam (HST 1)



Aluminum catamarans designed to be fast, flexible and maneuverable making the vessel ideal for transporting troops and equipment quickly.

HST 1      **USNS GUAM**  
HST 2      **FORMER MV ALAKAI**

### Technical Characteristics

Length 373/379 ft, Beam 78 ft, Draft 12 ft  
Displacement 1,646 tons, Speed 33 kts  
Crew: Contract Mariners  
Government-owned

Capacity: 24,500 sq ft

## Sealift/Army and Air Force Preposition

MSC provides efficient and cost-effective ocean transportation for the DoD and other federal agencies during competition, conflict and crisis. More than 90 percent of U.S. warfighters' equipment and supplies travel by sea. The U.S. Maritime Administration (MARAD) maintains and crews Sealift ships. When activated, MSC assumes operational control of the vessels.

Six Watson-class large, medium-speed, roll-on/roll-off (LMSR) ships support Army Preposition stocks. LMSR ships are largest government-owned cargo ships that carry heavy armored vehicles and equipment. Each LMSR is capable of lifting more than 300,000 square feet of rolling stock and containerized cargo and can travel at speeds up to 24 knots. 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. The Army's prepositioning program also includes two container ships (T-AK).

MSC also operates two container ships (T-AK) in support of U.S. Air Force munitions requirements.



Soldiers assigned to 8th Theater Sustainment Command, 25th Infantry Division, 599th Transportation Brigade, 402nd Army Field Support Brigade, Department of Defense Contractors, and elements from the U.S. Navy downloaded military vehicles and containers as part of the Army Prepositioned Stock 3 Fix-Forward (Afloat) from the USNS Watson (T-AKR 310) at Honolulu, Hawaii, Nov. 29, 2022. (Photo by Sgt. Maj. Shelia Cooper)

## Sealift/Army and Air Force Preposition

### Army Prepositioned Stocks LMSR, Roll-On / Roll-Off

USNS Red Cloud (T-AKR 313)



Prepositions U.S. Army stocks and are available to move common user cargo.

T-AKR 310	<b>USNS WATSON</b>
T-AKR 313	<b>USNS RED CLOUD</b>
T-AKR 314	<b>USNS CHARLTON</b>
T-AKR 315	<b>USNS WATKINS</b>
T-AKR 316	<b>USNS POMEROY</b>
T-AKR 317	<b>USNS SODERMAN</b>

### Technical Characteristics

Length 950 ft, Beam 105.8 ft, Draft 36.1 ft  
Displacement 62,644 tons, Speed 24 kts  
Crew: Contract Mariners  
Government-owned

Capacity: 392,627 sq ft

## Sealift/Army and Air Force Preposition

### Army Prepositioned Stocks Container

MV LTC John U.D. Page (T-AK 4543)



Provides 30 days sustainment for a U.S. 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.**

### Technical Characteristics

**Length 843.75 ft, Beam 105.62 ft, Draft 35 ft**

**Displacement 66,079 tons, Speed 21 kts**

**Crew: Contract Mariners**

**Contractor-owned**

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

## Sealift/Army and Air Force Preposition

### Air Force Container

MV Bernard F. Fisher (T-AK 4396)



Provides U.S. Air Force with prepositioned ammunition stocks.

T-AK 4396  
T-AK 5362

**MV BERNARD F. FISHER**  
**MV CAPT DAVID I. LYON**

### Technical Characteristics

Length 652/686 ft, Beam 106/99 ft, Draft 36/38 ft  
Displacement 48,012/52,878 tons, Speed 16 kts  
Crew: Contract Mariners  
Contractor-owned

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

## Tankers

MSC has 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.

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



Henry J. Kaiser-class underway replenishment oiler USNS Yukon (T-AO-202), front, makes its approach to commercial tanker MT Empire State (T-AOT 5193) as the two ships prepare to conduct a consolidated loading. The evolution provided the Military Sealift Command (MSC) Pacific Commander the opportunity to exercise a training opportunity at sea with the two ships. (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick W. Menah Jr./Released)

## Tankers

### Tankers

MT Evergreen State (T-AOT 5205)



Delivers petroleum products to DOD storage and distribution facilities worldwide.

T-AOT 5193  
T-AOT 5205  
T-AOT 5356  
T-AOT 5419  
T-AOT 5563

**MT EMPIRE STATE**  
**MT EVERGREEN STATE**  
**MT SLNC PAX**  
**MT SLNC GOODWILL**  
**MT STENA POLARIS**

### Technical Characteristics

Length 600 / 591 / 621 / 604 / 600 ft  
Beam 106 / 105 / 106 / 71 / 131 ft  
Draft 42 / 34 / 41 / 28 ft  
Displacement 58,746 / 47,876 / 62,174 / 26,884 / 65,200 tons  
Speed 14.8 kts  
Crew: Contract Mariners  
Contractor-owned

Capacity: 322,675 / 271,441 / 323,751 / 154,494 / 250,000 barrels.



## 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.

MSC ships are maintained in accordance with standards set forth by the American Bureau of Shipping (ABS) and the U.S. Coast Guard (USCG). 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)



The amphibious assault ship USS Boxer (LHD 4) pulls alongside the Military Sealift Command fleet replenishment oiler USNS Laramie (T-AO 203) for a replenishment-at-sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenan O'Connor/Released)



## Adaptive Force Package

The Adaptive Force Package Program Office is charged with providing the equipment to support, and directing the executing of, mission packages deployed on MSC vessels that provide operational commanders with additional capability, above and beyond that of the baseline vessel, where and when needed. The AFP program is also responsible for the life cycle management of mission support equipment (modular office, laundry, food storage, IT equipment) required to support mission packages.

Expeditionary fast transports, expeditionary mobile bases, and expeditionary transfer dock vessels provide options that are enhanced by the development of AFP's that integrate capabilities from one or multiple sources into one or more platforms.



Civil Service Mariners aboard Military Sealift Command expeditionary fast transport ship USNS Fall River (T-EPF 4) maneuver an adaptive force package module through the ship's mission bay in support of Pacific Partnership. (U.S. Navy Photo by Mass Communication Specialist 1st Class Byron C. Linder)

## MSC Workforce

MSC has a total workforce of more than 9,633 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.

There are two labor models for crewing aboard MSC ships. On government-operated vessels, the crew consists of civil service mariners employed directly by MSC and are issued DoD identification cards and receive federal benefits. Crews on contractor-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.

Some government-owned and operated-ships also have military detachments assigned to carry out communication and supply functions, as well as special mission functions appropriate for military personnel. Some ships carry temporary military detachments for force protection. Additionally, USS Mount Whitney, USS Frank Cable, USS Emory S. Land, USS Lewis B. Puller, USS Miguel Keith, and USS Hershel "Woody" Williams have hybrid crews that combine uniformed Navy personnel with civil service mariners under the leadership of a U.S. Navy captain.

MSC vessel crew members are 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 the 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 maritime academies to ensure a viable U.S. Merchant Marine workforce.

## 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 DoD 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, the goal of the Working Capital Fund 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 \$4.4 billion.

It is critical to the national interest that sealift assets are available to transport cargo during time of war or national crises. As such, capacity has been established to ensure sealift resources are available for all contingencies. The layers of capacity (in order of activation) are:

1. Maritime Administration vessels in the Ready Reserve Force.
2. 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)

The Ready Reserve Force (RRF) is a subset of vessels within MARAD's National Defense Reserve Fleet (NDRF) ready to support the rapid worldwide deployment of U.S. military forces. As a key element of Department of Defense (DoD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during critical surge periods -- the period of time before commercial ships can be secured for similar support.

- **Strategically Positioned.** Some RRF ships are anchored with the NDRF homeport in Beaumont Texas, but most are anchored at various U.S. "outports" around the country, a combination of government and commercial facilities selected by military planners to minimize sailing time to strategic locations. Outported RRF ships are also used by the Army and Navy for cargo-handling exercises, and by various law enforcement agencies for homeland security training.
- **At-the-Ready.** RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status and then sail to designated loading berths. Prior to being activated, commercial U.S. ship managers provide systems maintenance, equipment repairs, logistics support, activation, manning, and operations management by contract. The RRF is periodically tested by DoD-driven activations of ships for military cargo operations and exercises.
- **Crewed by Mariners.** Ships in priority readiness have Reduced Operating Status (ROS) maintenance crews of about 10 commercial merchant mariners that are then supplemented by additional mariners on a situational basis once activated.

## **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 the 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 military vessels in the U.S.-flagged fleet are committed to the VISA program.

## **Maritime Security Program (MSP)**

Established by the Maritime Security Act of 1996, the MSP maintains a fleet of commercially viable, militarily useful ships, active in international trade, yet available on call to meet DoD contingency requirements. In return for a single, annual per-ship retainer payment, the program also provides DoD access to the multibillion-dollar global intermodal networks and transport links maintained by participating carriers. All MSP ships enroll in either the VISA program for dry cargo ships or the VTA program for tankers. MARAD administers the MSP program in close partnership with the U.S. Transportation Command (USTRANSCOM).

Congress dictates the number of MSP Operating Agreements available to MARAD. Each agreement allows one U.S.-flagged vessel to work under the program. Carriers in the MSP rely on three things to be able to participate in the program and operate under the U.S. registry. These are an annual stipend from the U.S. Government to offset costs of operating under the U.S. flag, access to U.S. Government cargo defined by the Cargo Preference Laws, and commercial competition.

Ocean carriers entering ships into the MSP fleet benefit from an expedited reflag process created to reduce the time and cost of reflagging vessels from foreign flag to U.S. registry.

## **Tanker Security Program (TSP)**

The Tanker Security Program (TSP) will ensure that a core fleet of U.S.-based product tankers can operate competitively in international trade and enhance U.S. supply chain resiliency for liquid fuel products. The TSP will provide the DoD with assured access to 10 U.S.-registered product tank vessels that may be used to supply the armed forces with fuel during times of armed conflict or national emergency.

The Fiscal Year (FY) 2021 National Defense Authorization Act (NDAA), with minor adjustments in the FY22 NDAA, required that the Secretary of Transportation, in consultation with the Secretary of Defense, establish a fleet of active, commercially viable, militarily useful, and privately-owned product tank vessels to meet national defense and other security requirements. Congress appropriated funding for the TSP in the FY22 Consolidated Appropriations Act.

## MILITARY SEALIFT COMMAND EMPLOYMENT

U.S. GOVERNMENT WORKFORCE

FY 2022

Civil Service Mariners	5,584
Military (Active Component)	366
Military (Reserve Component)	955
Civilian	1,328

COMMERCIAL MARINERS

1,400

**TOTAL PERSONNEL**

**9,633**



## 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 MPSPRON	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



COMBAT LOGISTICS FORCE

33

- 17 Fleet Replenishment Oiler
- 14 Dry Cargo/Ammunition Ship
- 2 Fast Combat Support Ship

SPECIAL MISSION

22

- 4 Submarine Support Ship
- 6 Oceanographic Survey Ship
- 6 Ocean Surveillance Ship
- 1 Missile Range Instrumentation Ship
- 1 Navigation Test Support Ship
- 1 Sea-based X-band Radar Ship
- 1 Sea-based X-band Radar Support Ship
- 2 Cable Laying/Repair Ship

PREPOSITIONING AND SEABASING

18

- 14 Maritime Prepositioning Force
- 5 Roll-on/Roll-off Container Ship
- 5 Large, Medium-Speed, Roll-on/Roll-off Ship
- 2 Expeditionary Transfer Dock
- 1 Offshore Petroleum Distribution Ship
- 1 Offshore Petroleum Distribution Support Ship
- 4 Expeditionary Sea Base

FLEET SUPPORT AND SPECIAL MISSION

SERVICE SUPPORT

14

- 2 Fleet Ocean Tug
- 3 Submarine and Special Warfare Support Ship
- 2 Rescue and Salvage Ship
- 2 Hospital Ship
- 2 Submarine Tender
- 1 Command Ship
- 2 Fleet Experimentation Ship

EXPEDITIONARY FAST TRANSPORT

15

- 13 Expeditionary Fast Transport
- 2 High-Speed Transport

COMBATANT COMMAND SUPPORT

15

- 5 Tankers
- 8 Army Prepositioned Stocks
- 6 Large, Medium-Speed, Roll-on/Roll-off Ship
- 2 Container Ship
- 2 Air Force Container Ship

U.S. MARITIME ADMINISTRATION READY RESERVE FORCE

45

- 39 Roll-on/Roll-off Ship
- 4 Auxiliary Crane Ship
- 2 Aviation Maintenance Ship

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