



THE UNITED STATES NAVY'S **MILITARY SEALIFT COMMAND**

2025 IN REVIEW

THE UNITED STATES NAVY'S
MILITARY SEALIFT COMMAND

WE DELIVER



2025 MISSION

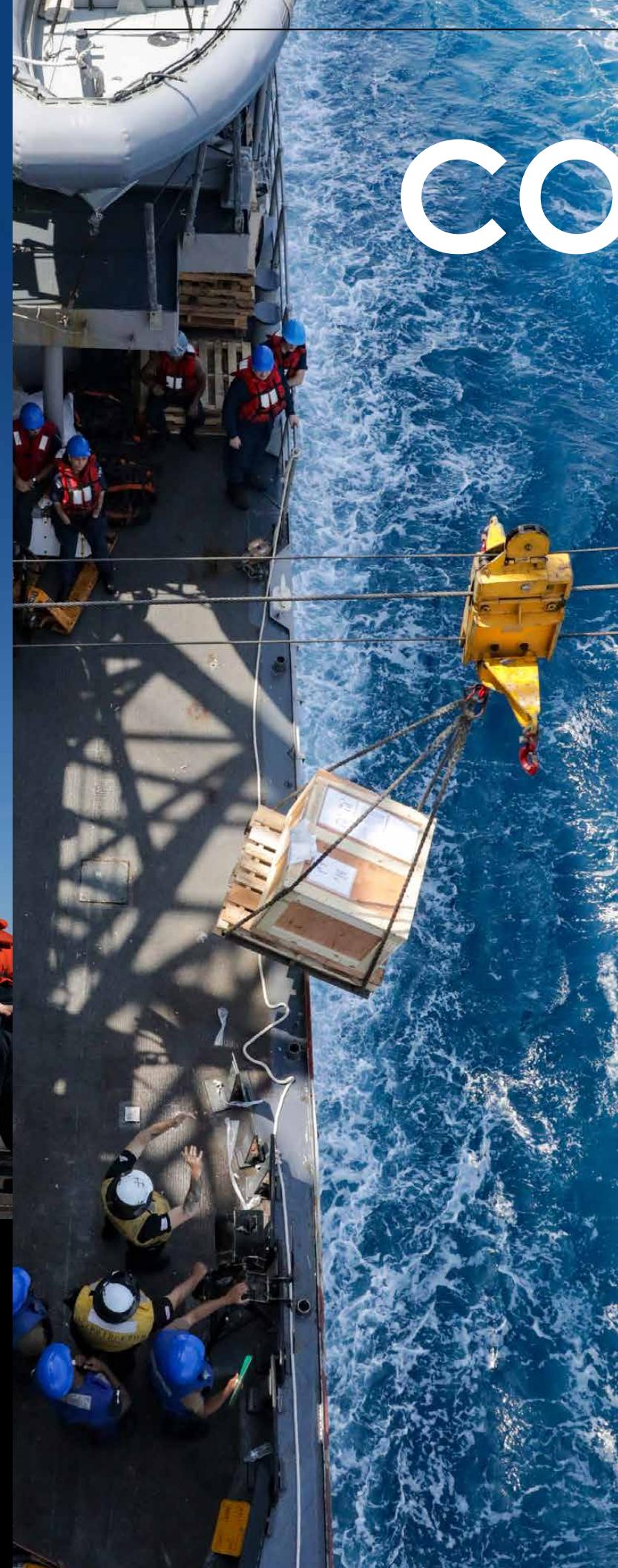
EMPOWER GLOBAL WARFIGHTING EFFECTIVENESS

Military Sealift Command exists to support the joint warfighter across the full spectrum of military operations. MSC delivers agile logistics, strategic sealift, as well as specialized missions anywhere in the world, under any conditions, 24/7, 365 days a year.

2025 VISION

UNITED WE SAIL

MSC executes no-fail sustainment and service support missions for warfighters across the globe. Our ships are ready and crews trained to fully integrate with Fleet and Joint Forces in contested environments.



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About MSC's 2025 In Review

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Questions about the 2025 In Review may be sent to:

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EXECUTIVE SUMMARY

As the Department of War'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.

MSC crews, trains, equips, and operates more than 140 government and commercially-owned and chartered vessels to directly support Navy Fleet Commanders and serves as the Naval Component of U.S. Transportation Command.

The MSC Fleet includes cargo vessels, tankers, naval auxiliaries, and a variety of special mission ships. MSC ships are underway around the world 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 worldwide. The Area Commands are operationally focused and aligned with the Numbered Fleet logistics staffs in their respective theaters: MSC Atlantic in Norfolk, Virginia; MSC Pacific in San Diego; MSC Europe and Africa in Naples, Italy; MSC Central in Manama, Bahrain; and MSC 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 is a \$5 billion per year organization which provides services to the Navy, Army, Air Force, Marine Corps, Coast Guard, Space Force, U.S. Transportation Command, Missile Defense Agency, and other U.S. government agencies.



GLOBAL MARITIME CAMPAIGN PLAN

2024-2026

GLOBAL MARITIME Campaign Plan Objectives

1. Dynamic, prioritized, and scalable enterprise force development and force generation model that supports **planned and emergent requirements in peacetime and in potential conflicts**.
2. **Appropriate authorities** to (re)assign, (re)allocate, (re)prioritize, and employ capabilities to **meet global support requirements**, to include influence over a resource-formed vice platform-based concept of support that maximizes employment of high-demand, low-density logistics assets.
3. **Effective manning model** that enables delivery of skilled, trained personnel at capacity required to execute the breadth of MSC missions while also sustaining quality of service for our military and civil service workforce, at sea and ashore.
4. Robust, agile, and integrated network (information, systems, & analytic decision support) architecture that enables responsive operational and administrative C2 to **maneuver and sustain forces in a Denied, Disrupted, Intermittent, Limited (DDIL) environment**.
5. Financial management construct that **timely aligns resources** to execute missions in accordance with planned and emergent operational requirements of supported commanders.



DESIRED END STATE:

To be prepared for and successfully execute assigned missions in a contested environment at the time, scale, and pace required by the Navy and Joint Force in a high-end conflict

2025 MSC Command Priorities

MISSION ASSURANCE	WARFIGHTING EFFECTIVENESS	WORKFORCE RESILIENCY AND SAFETY	DRIVE DECISION ADVANTAGE
<p>Man, train, and equip the MSC Fleet to enable mission execution from competition through escalation to armed conflict.</p> <p>Advocate for and deliver personnel and platform readiness and sustainment at sufficient breadth and depth required of near-term force generation and employment, longer-term force development.</p> <p>Execute effective planning, employment, and C2 of forces assigned as Navy Component to USTC.</p>	<p>Develop, resource, and integrate workforce, capabilities and force structure to execute mission at scale and pace required in combat.</p> <p>Implement enhanced tactics, techniques, procedures and leverage partnerships and technologies integral to MSC contributions to Navy, Joint, and Allied logistics in contested operations.</p>	<p>Sustain the highest standards of professionalism and safety while promoting a talented workforce.</p> <p>Develop, implement and sustain robust readiness and training process that enable a resilient workforce, prepared for combat operations, afloat and ashore.</p> <p>Strengthen enduring relationships with maritime industry partners to promote the skills and capacity required of the U.S. Maritime Workforce to execute MSC missions.</p>	<p>Develop and sustain data analytics and information sharing that enables enterprise-wide collaboration and agile decision making.</p> <p>Utilize decision, action, and assessment methodologies that achieve timely and effective force development, force generation, and force employment, aligned to Fleet and Combatant Commander priorities.</p>

COMMANDER'S PERSPECTIVE

Rear Admiral. Philip E. Sobeck, USN 29th Commander, Military Sealift Command

SEPTEMBER 8, 2023-OCTOBER 8, 2025

As the Department of War's maritime logistics provider, Military Sealift Command once again delivered exceptional support to the fleet, the Joint Force, and our allies around the globe. This Year In Review, while comprehensive, only captures a fraction of the remarkable work you accomplished throughout the year. This work reflects your unwavering professionalism, extraordinary resilience, and steadfast commitment to mission success, characteristics that define the spirit of MSC.

Over the past year, we have pressed forward with our core priorities: mission assurance, ensuring that we can always deliver what is needed, when and where it's needed; warfighting effectiveness, honing our skills to support naval operations in any environment; workforce resiliency and safety, prioritizing the well-being of our dedicated personnel; and driving decision advantage, leveraging data and technology to optimize our operations and maintain a competitive edge.

We executed our comprehensive Global Maritime Campaign Plan with precision and dedication, while simultaneously honoring our 75th anniversary, marking seven and a half decades of distinguished service. This milestone provided an opportunity to reflect on our rich history and reaffirm our commitment to the future.

Together, we advanced our mission in remarkable and impactful ways:

- We celebrated 75 years of MSC service with a commemorative ceremony at our Norfolk headquarters. This event not only honored a proud legacy of maritime excellence but also served as a powerful recommitment to the challenges and opportunities that lie ahead.
- Our highly skilled mariners provided critical support to numerous exercises across the globe. From Sama Sama in the Philippines, where MSC Far East played a pivotal role in delivering underway replenishment training, to Tuscan Trident in Spain, where our reservists sharpened their expeditionary port skills, our contributions were essential to enhancing the readiness of our forces.
- We invested in strengthening our workforce by providing diverse professional growth opportunities designed to empower our personnel and cultivate the next generation of maritime leaders. A particularly noteworthy achievement was Civil Service Mariner Carlos Santillan becoming the first to promote to Third Mate under the Able Seaman to Mate Program.
- Our diverse and capable fleet achieved significant operational milestones, showcasing our commitment to innovation and efficiency. Notably, USNS John Lewis, the first of our newest class of fleet replenishment oilers, successfully conducted her first refueling tasking under U.S. 3rd Fleet, while a first-ever consolidated replenishment-at-sea was executed between Motor Tanker Ship Empire State and U.S. Navy amphibious assault ship USS Tripoli.
- Our ships and crews consistently delivered for the Joint Force in some of the world's harshest and most challenging environments. USNS Supply and fellow combat logistics force ships USNS Alan Shepard, USNS Amelia Earhart, and USNS Kanawha earned the prestigious Navy Unit Commendation medal for their exceptional performance in providing continuous logistics support to U.S. and foreign coalition units operating in high-threat areas in the Red Sea and surrounding waters.
- We recognized USNS Henry J. Kaiser, USNS Patuxent, USNS Salvor, and USNS Supply with the esteemed Maritime "E" Award, acknowledging their exceptional dedication to demonstrating the highest degree of operational readiness, consistent performance, unmatched efficiency, and stringent safety standards.



Rear Adm. Philip E. Sobeck, Commander, Military Sealift Command, addresses Congressional staffers on MSC's functions within the U.S. Navy during a tour on board USNS Brunswick (T-EPF 6). (U.S. Navy photo by Ryan Carter.)

- And we exemplified the profound humanitarian impact of maritime logistics through USNS Comfort's successful completion of Continuing Promise 2025. This mission provided essential medical care and strengthened vital partnerships across the Caribbean and Central/South America, reaffirming our commitment to global health and stability.

These highlighted accomplishments represent only a portion of the comprehensive narrative. Across the globe, our fleet provided crucial support to carrier and expeditionary strike groups, executed vital sealift missions to remote locations such as Antarctica and Greenland, delivered essential Army equipment for critical operations in Europe and the Pacific, and seamlessly integrated new, advanced ships into our fleet. Time and again, MSC has proven its commitment to being the backbone of naval operations, ensuring the success of our nation's maritime strategy.

As we look ahead to the future, our task is unequivocally clear: we must remain ready to deliver in an increasingly contested logistics environment, at the time, scale, and pace demanded by the Navy and the Joint Force. The foundation is strong because of your dedication; our Civil Service Mariners who sail in harm's way, our Sailors who stand the watch, and our civilians ashore who ensure the mission never falters. Your collective efforts are what empower us to meet any challenge.

As I prepare to pass the watch to RADM Nicholson, I do so with absolute confidence in the future of MSC. This dynamic command has never stood still, consistently adapting to the evolving needs of our nation, and it will not falter now. Together, you will proudly carry our legacy forward into the next 75 years, building upon the foundation of excellence that has defined MSC since its inception.

Thank you for your dedicated service, your unwavering trust, and your commitment to our no-fail mission. You are the heart and soul of MSC, and I am eternally grateful for your service.

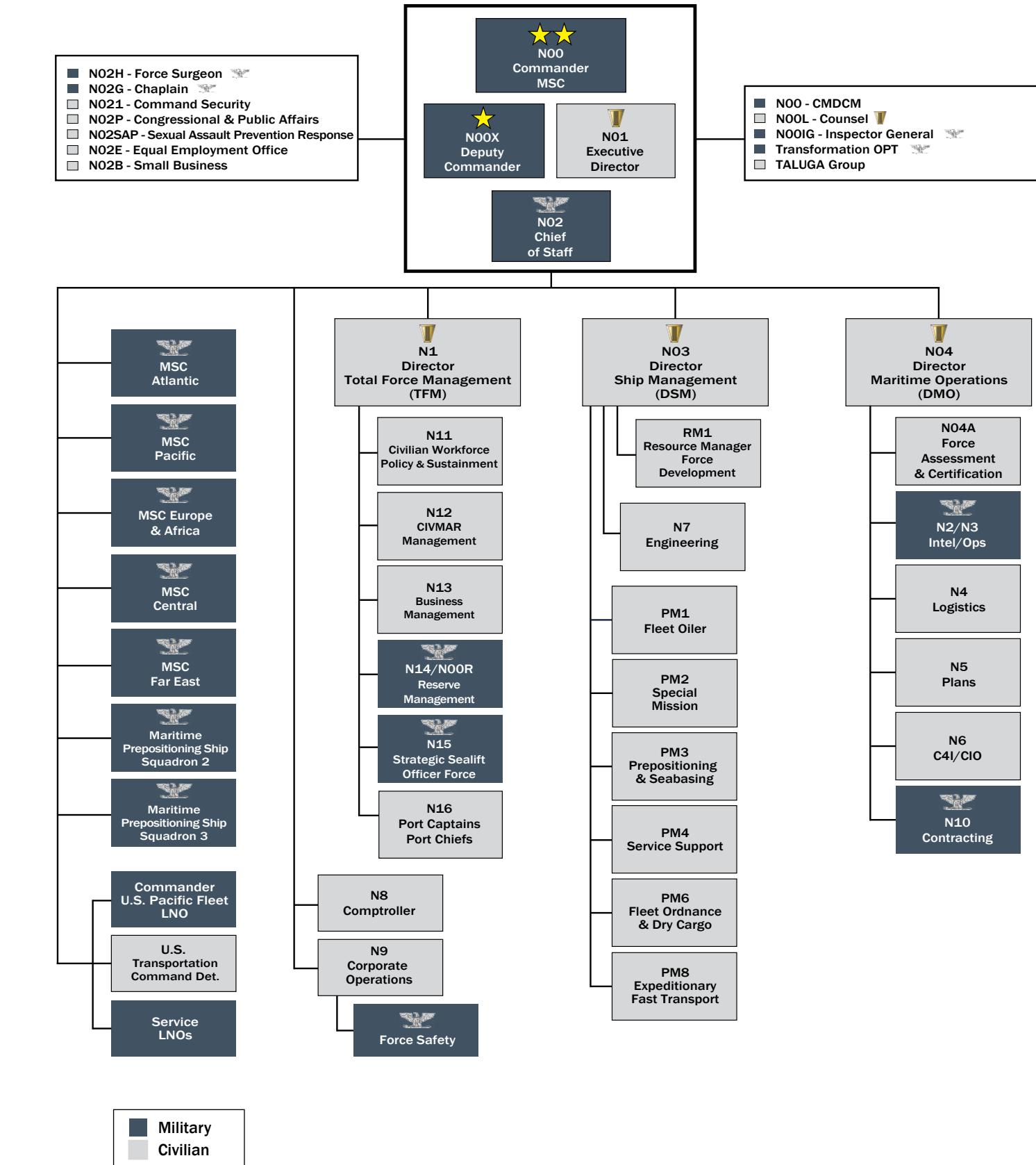
United We Sail!

Rear Adm. Philip E. Sobeck, USN
29th Commander, Military Sealift Command

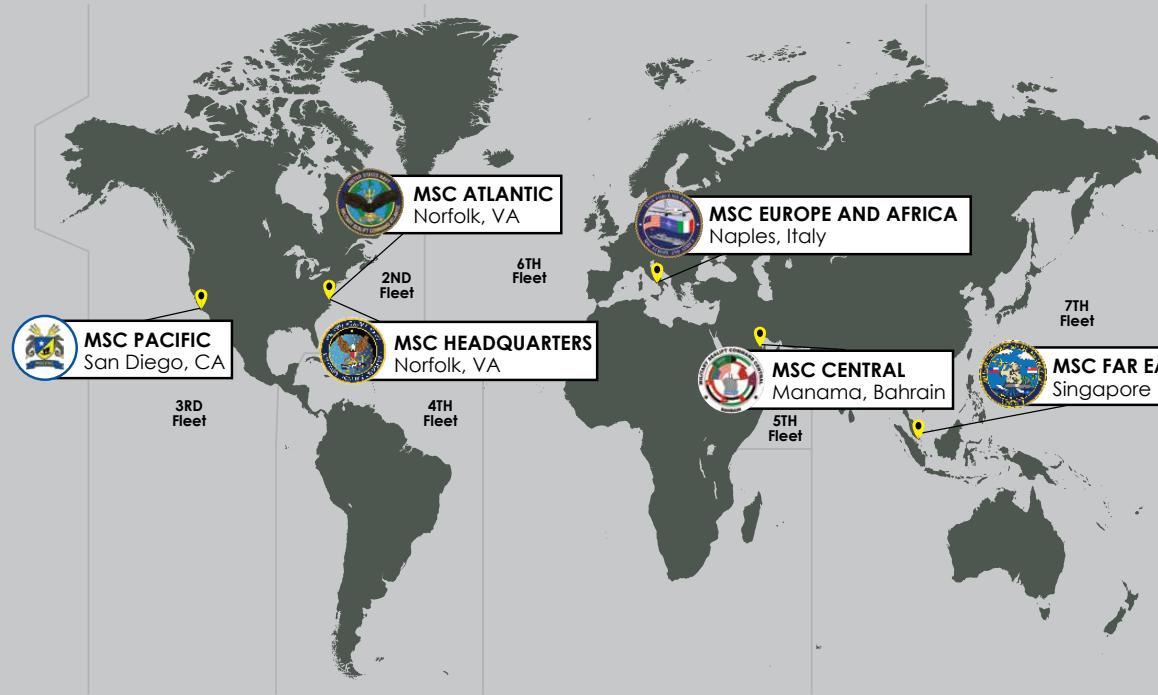
CHAIN OF COMMAND



ORGANIZATIONAL STRUCTURE



AREA COMMANDS



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

Area commands also have offices and representatives in Diego Garcia; Okinawa, Japan; Republic of Korea; Spain; Greece (Crete); the United Arab Emirates; Djibouti; Pearl Harbor, Hawaii; Seattle, Earle, New Jersey; Sunny Point, North Carolina; Charleston, South Carolina; Beaumont, Texas; Port Canaveral, Florida, and Jacksonville, Florida. Ship maintenance and support functions are integrated into six maintenance hubs that operate under the MSC area commands in the following locations: Naples, Italy; Manama, Bahrain; Singapore; Yokohama, Japan; San Diego and Guam.



Deputy Commander, Military Sealift Command (MSC) Rear Adm. Mark F. Haigis, center, with members of the Commander, Task Force SIX THREE / Military Sealift Command Europe and Africa staff during a visit to Naples. (U.S. Navy photo by Ben Farone)

MSC WORKFORCE

MILITARY SEALIFT COMMAND EMPLOYMENT

U.S. GOVERNMENT WORKFORCE

Civil Service Mariners	5,943
Military - Active Component	382
Military - Reserve Component	825
Military - Strategic Sealift Officers	2,381
Civilian	1,443

COMMERCIAL MARINERS

TOTAL PERSONNEL	12,474
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MSC has a total workforce of more than 12,000 people worldwide, most of whom serve at sea. More than half of MSC's workforce is made up of Civil Service Mariners (CIVMARs) who are federal employees. The remainder includes contract commercial mariners, Civil Service personnel ashore and Active-duty and Reserve military members.

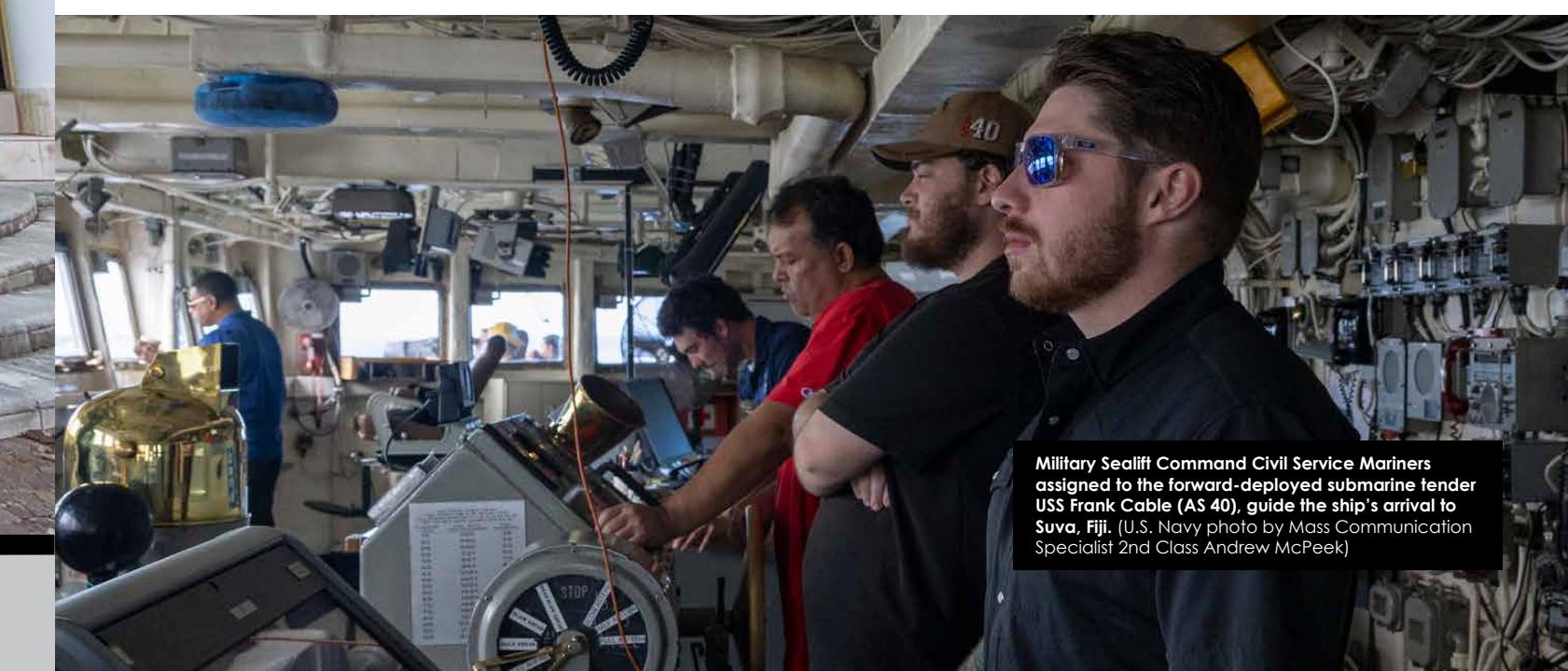
There are two labor models for crewing aboard MSC ships. On government-operated vessels, the crew consists of CIVMARs employed directly by MSC who are issued Department of War identification cards and receive federal benefits. Crews on contractor-operated vessels are referred to as Contract Mariners. These personnel are employed directly by the ship's operating company which is under contract to MSC and, like CIVMARs, 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, the amphibious command ship, submarine tenders and expeditionary sea base ships have hybrid crews that combine uniformed Navy personnel with CIVMARs 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 U.S. Navy 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. MSC's emphasis on CIVMAR reform yielded significant improvement in time off and timely relief, better pay, assignment to/from home, and the start of shipboard Wi-Fi installation.

The Navy Reserve mission for MSC is to provide cargo afloat rig teams, expeditionary port units, headquarters support units, and Tactical Advisors for operations which require additional manpower not normally required during sustained peacetime operations.



Military Sealift Command Civil Service Mariners assigned to the forward-deployed submarine tender USS Frank Cable (AS 40), guide the ship's arrival to Suva, Fiji. (U.S. Navy photo by Mass Communication Specialist 2nd Class Andrew McPeek)

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Join the SSOF@us.navy.mil



The Strategic Sealift Officer Force (SSOF) shall provide warfare qualified Navy Reserve Officers with civilian Merchant Mariner credentials and military training to support the activation, operation, and sustainment of the United States organic Sealift fleet, in contested environments, and in support of Maritime Domain Operations and the Maritime Industrial Base throughout the continuum of conflict.



...the start of an honorable career



MSC RESERVES

The Navy Reserve (NR) mission for MSC is to provide scalable augmentation in time of conflict. MSC capability pillars include NR MSC HQ, NR MSC N4, NR Director Ship Management (DSM) HQ, Strategic Sealift Officer (SSO) HQ, Area Command HQ Units, Expeditionary Port Units (EPUs), NR St Louis, Missouri HQ, CARGO Afloat Rig Teams (CART) HQ and Tactical Advisors (TACADs).

The Navy Reserve is MSC's workforce solution for surge mission sets. As the Navy Component to U.S. Transportation Command (USTRANSCOM), MSC serves as the Sealift Operational Commander and the Strategic Sealift Officer Force (SSOF) Flag Sponsor, responsible for training and warfighting readiness of SSOF.

In FY 2025, MSC maintained 25 reserve units supported by 825 Selected Reservists and 2,300 Individual Ready Reserve Strategic Sealift Officers.

HQ Support Units

The eight MSC HQ Units provide trained staff support personnel to augment MSC HQ, USTRANSCOM, and Area Command staffs. The HQ units provide direct support to port operations, global watch floors, Fleet and Combatant Commanders as liaison officers, MSC Offices, country team engagement and operational logistics/fleet sustainment.

Cargo Afloat Rig Teams (CART)

Underway replenishment rig teams augment U.S. government civil service crews on Combat Logistics Force (CLF) platforms. MSC has five CART units providing 12 rig teams. During FY 2025, Navy Reserve CART members provided over 800 total mission days underway replenishment, ammunition offload/onload evolutions, and exercise support to Composite Training Unit Exercise.

Expeditionary Port Units (EPU)

Provide Maritime Transportation Specialist subject matter expertise, liaison and ship husbandry support for Continental United States and forward-deployed port operations. MSC has 10 EPUs and while aligned under MSC's five area commanders, are training to globally deployable Navy Elements.

Tactical Advisors (TACADs)

Serve on ships in support of Naval Transportation missions. TACADs advise vessel Ship Masters on potential threats and mitigation recommendations as well as train the crews to increase survivability. Mitigation measures are coordinated with MSC HQ, the MSC Area Command, the numbered fleet commanders, and other Department of War Forces. In FY 2025, TACADs supported almost 100 mission assignments providing approximately 4,000 days of support for Operation Atlantic Resolve.

Strategic Sealift Officer, Lt.j.g. Christian Tanas, left, a Tactical Advisor from Military Sealift Command assigned to the MSC contracted vessel MV Sagamore discusses navigation principles with members of MSC's Expeditionary Port Unit on Sagamore's bridge while the ship is moored pierside in Wilhelmshaven, Germany. (U.S. Navy photo by Ben Farone)

Strategic Sealift Officer Force (SSOF)

The SSOF is comprised of approximately 2,300 Navy Reserve Officers with U.S. Coast Guard Merchant Mariner credentials and military training to support the activation, operation, and sustainment of the Maritime Administration Ready Reserve Fleet, maritime domain operations, and the maritime industrial base throughout the continuum of conflict. The SSOF provided augmentation of licensed officers to CLF and contract ships, area commands' port engineering demand signals, MSC HQ directorate campaigning initiatives and Maritime Academy liaison efforts.

During the year, MSC Reserve members supported the following operations, activities and investments to maintain warfighter readiness: Turbo Activation, Turbo Challenge, Turbo Distribution, Large Scale Exercise, Mako (Series), Keen Edge, Keen Sword, Pacific Sentry, Pacific Fury, Super Garuda Shield, Balikatan, Ulchi Freedom Shield, Talisman Sabre, Valiant Shield, Palawan Warrior, Korea United, Pacific Pathways, Keris Strike, Freedom Banner, Cobra Gold, Combined Command Post Training, TACAD missions, and operational/staff support to all five area commands and Headquarters.

COMBAT LOGISTICS FORCE

Combat Logistics Force (CLF) ships provide logistics support such as fuel, ordnance, food, repair and spare parts, and other stores to deployed U.S. Navy and partner-nation ships. These ships enable combatants to remain on station and continue their primary mission without having to return to port for resupply. They are essential when combatants cannot receive supplies from local ports in theater due to force protection measures. All three types of CLF ships are U.S. government-owned, crewed by Civil Service Mariners, and capable of integrating rotary wing aircraft operations.

Fleet Replenishment Oilers

In FY 2025, Military Sealift Command operated 12 fleet replenishment oilers of the T-AO 187 Henry J. Kaiser-class and two fleet replenishment oilers of the T-AO 205 John Lewis-class. The T-AO fleet provided fuel as well as other dry cargo for transfer to customers via underway or vertical replenishment.



The John Lewis-class oiler provides enhancements over the Henry J. Kaiser-class, including improved dry stores capacity, a dedicated cargo refrigeration plant, aircraft refueling capability, and an increased fueling rate. T-AO 205-class ships began supporting fleet operations in 2025.

With seven Atlantic Ocean-based ships and seven Pacific Ocean-based ships, T-AOs conducted operations in support of Commander, Task Force (CTF) 80, U.S. 2nd Fleet in North America, U.S. 4th Fleet in South America, U.S. 6th Fleet in the Mediterranean Sea, U.S. 5th Fleet in the Arabian Gulf and U.S. 7th Fleet in the Pacific. The oilers participated in Fleet exercises and contingency support, providing a variety of fuels for ship propulsion, aircraft operations, and power generation.



USNS John Lewis conducted the first deployment for this new class of oilers as it supported operations in the Far East and Central Command Area of Responsibilities in support of the USS Nimitz Carrier Strike Group.

Fleet oilers USNS Patuxent and USNS Henry J. Kaiser were awarded MSC's Maritime Excellence Award for Operations they conducted during 2025.

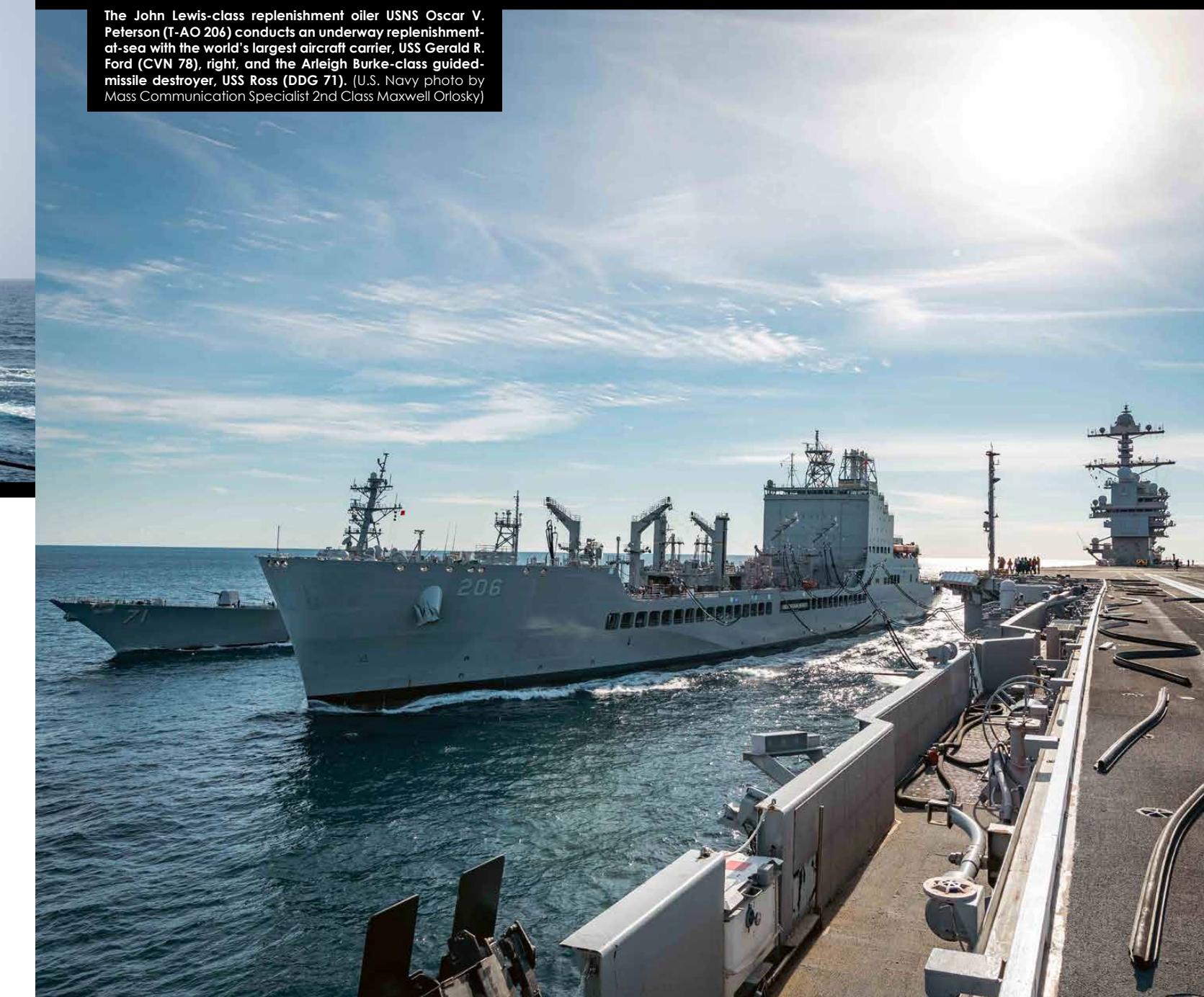
John Lewis-class fleet oilers USNS Earl Warren and USNS Robert F. Kennedy conducted post-deliver tests and trials during FY 2025.

The Navy accepted delivery of USNS Robert F. Kennedy in December 2024, the fourth ship of the new class of fleet replenishment oilers and the first of a modified hull design. In addition, the Navy christened the sixth vessel of the class, USNS Sojourner Truth, in ceremonies in San Diego.

FLEET REPLENISHMENT OILERS (PM1)

FLEET REPLENISHMENT OILERS

- USNS Henry J. Kaiser (T-AO 187)
- USNS Joshua Humphreys (T-AO 188)
- USNS John Lenthall (T-AO 189)
- USNS John Ericsson (T-AO 194)
- USNS Leroy Grumman (T-AO 195)
- USNS Kanawha (T-AO 196)
- USNS Pecos (T-AO 197)
- USNS Big Horn (T-AO 198)
- USNS Tippecanoe (T-AO 199)
- USNS Guadalupe (T-AO 200)
- USNS Patuxent (T-AO 201)
- USNS Yukon (T-AO 202)
- USNS Laramie (T-AO 203)
- USNS Rappahannock (T-AO 204)
- USNS John Lewis (T-AO 205)
- USNS Oscar V. Peterson (T-AO 206)
- USNS Earl Warren (T-AO 207)
- USNS Robert F. Kennedy (T-AO 208)



Dry Cargo and Ammunition Ships

Dry Cargo and Ammunition ships, or T-AKEs, were designed to replenish dry and refrigerated stores as well as ordnance. These multi-product ships afford delivery capability to provide food, fuel, spare parts, ammunition and potable water to the U.S. Navy and our allies.

During FY 2025, 12 T-AKE-class ships were operational within the CLF. Three ships were Atlantic-based and supported CTG 80.83 and CTF 63 in the U.S. 2nd, 4th, and 6th Fleet areas. USNS William McLean conducted a deployment to 6th Fleet in support of USS Gerald R. Ford (CVN 78) Carrier Strike Group (CSG), and NATO forces. Notably, William McLean conducted operations in the North Sea in connection with NATO activity and Neptune Strike 25-3. Additionally, the ship was instrumental in supporting operations Formidable Shield 25, Baltic Operations 2025, Operation Overture, and Eastern Mediterranean operations during the 12-day Iran-Israel War. USNS Robert E. Peary supported multiple carrier and expeditionary strike group exercises and ordnance transfers for CTF 80 off the East Coast. Nine ships were Pacific-based with three of those ships, USNS Alan Shepard, USNS Amelia Earhart, and USNS Cesar Chavez forward-deployed to U.S. 5th Fleet. The other six T-AKEs operated in support of the U.S. 3rd and 7th Fleets. One Pacific-based ship, USNS Washington Chambers, deployed from U.S. 3rd Fleet to 7th Fleet, in support of the USS Nimitz (CVN 68) CSG.

Several unique missions highlighted the flexibility and responsiveness of the CLF T-AKEs, to include Washington Chambers validating a reload of at sea "proof-of-concept" where 25-foot vertical launch system (VLS) missile canisters were transferred and reloaded between guided-missile cruiser USS Chosin (CG 65) while underway. USNS Wally Schirra successfully completed a dry-docking Regular Overhaul (ROH) period at Hanwha Ocean Co, Ltd. Shipyard repair facility in Geoje, Republic of Korea. This ROH was a significant building block for realizing the Navy's vision to broaden the scope of ship maintenance and repair work in the Indo-Pacific region. Additionally, Alan Shepard provided critical logistics to the USS George Washington (CVN 73) CSG while participating in the U.S.-Australian bilateral exercise Talisman Sabre 25.

U.S. Navy Sailors receive and transfer supplies during an underway replenishment-at-sea operations with USNS William McLean (T-AKE 12) aboard the Arleigh Burke-Class guided missile destroyer USS Mahan (DDG 72). (U.S. Navy photo by Mass Communication Specialist 2nd Class Najwa Ziad)



FLEET ORDNANCE & DRY CARGO (PM6)

DRY CARGO/AMMUNITION SHIPS

USNS Lewis and Clark (PREPOSITIONING) (T-AKE 1)
USNS Sacagawea (PREPOSITIONING) (T-AKE 2)
USNS Alan Shepard (T-AKE 3)
USNS Richard E. Byrd (T-AKE 4)
USNS Robert E. Peary (T-AKE 5)
USNS Amelia Earhart (T-AKE 6)
USNS Carl Brashear (T-AKE 7)
USNS Wally Schirra (T-AKE 8)
USNS Matthew Perry (T-AKE 9)
USNS Charles Drew (T-AKE 10)
USNS Washington Chambers (T-AKE 11)
USNS William McLean (T-AKE 12)
USNS Medgar Evers (T-AKE 13)
USNS Cesar Chavez (T-AKE 14)

FAST COMBAT SUPPORT SHIPS

USNS Supply (T-AOE 6)
USNS Arctic (T-AOE 8)



U.S. Sailors heave a span wire from the Arleigh Burke-class guided-missile destroyer USS Leah Sutcliffe Higbee (DDG 123) during an underway replenishment-at-sea with the Lewis and Clark-class dry cargo and ammunition ship USNS Cesar Chavez (T-AKE 14) in the U.S. Central Command area of responsibility. (Official U.S. Navy photo)



The Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69) receives fuel from the Lewis and Clark-class dry cargo and ammunition ship USNS Amelia Earhart (T-AKE 6) during an underway replenishment-at-sea in the U.S. Central Command area of responsibility. (Official U.S. Navy photo)

Fast Combat Support Ships

Throughout the year, two Atlantic-based Fast Combat Support Ships, or T-AOEs, kept Navy surface fleets supplied and combat-ready by providing parts, supplies and fuel at sea.

USNS Supply conducted operations in the North Sea in connection with heightened NATO activity and Neptune Strike 25-3. Additionally, Supply also earned MSC's Maritime "E" award for the very first time in its storied 28-year career. Commodore Jamie Murdock, MSC Atlantic, presented the award in an informal ceremony aboard the ship.

USNS Arctic conducted operations in both U.S. 5th and 6th Fleets during a deployment supporting the USS Harry S. Truman (CVN 75) CSG. During which, the ship saw extensive combat action while protecting commercial shipping against rebel missile and drone attacks in the Red Sea. In total, Arctic executed 136 at-sea replenishments of fuel and dry cargo, while delivering about 124,000 pounds of ordnance. Additionally, the ship conducted a drydocking Regular Overhaul at Detyens Shipyard in Charleston, South Carolina.



A Carrier Air Wing 8 MH-60S Sea Hawk, attached to Helicopter Sea Combat Squadron 9, transfers cargo from fast combat support ship USNS Supply (T-AOE 6) to the world's largest aircraft carrier, USS Gerald R. Ford (CVN 78), during a vertical replenishment. (U.S. Navy photo by Mass Communication Specialist Seaman Brianna Barnett)

Commercial Helicopter Program

Four commercial helicopter detachments are permanently embarked aboard T-AKE-class ships providing vertical replenishment (VERTREP), internal cargo, passenger movement, medical evacuation, and unassisted search and rescue services for operations in the Arabian Gulf, Gulf of Oman, and the Western Pacific Ocean. Total Super Puma flight hours were similar to FY 2024; however, the detachments flew 25% less VERTREP mission hours while training hours increased by 128 percent. This was a direct result of reduced tasking from the fleet customers. The total tonnage transferred via VERTREP was 41.4 percent less than FY 2024, which was offset by more training hours.

Three Pacific detachments (Alpha, Bravo, and Charlie) are forward deployed out of Guam, providing services to U.S. 7th Fleet.

Detachment Alpha spent the entirety of FY 2025 aboard USNS Richard E. Byrd except for March through June 2025, when they were assigned ashore in Guam.

Detachment Bravo joined USNS Carl Brashear at the beginning of FY 2025 and remained aboard until assigned to Guam for shore basing in May 2025 where they remained for the rest of the fiscal year.

Detachment Charlie began FY 2025 aboard Cesar Chavez then transferred to USNS Charles Drew with a brief shore basing period in between CLF assignments. In June 2025, Det. C conducted split-deck operations with one aircraft cross decking to Wally Schirra. The detachment fully transferred to Wally Schirra in July 2025 where they remained for the rest of the fiscal year.

The NAVCENT Detachment supports U.S. 5th and 6th Fleet operations. They began FY 2025 aboard Amelia Earhart and cross decked to Cesar Chavez in June 2025 where they have remained for the rest of the fiscal year.



SPECIAL MISSION

The Special Mission Program managed various seagoing platforms to support U.S. government agencies, including U.S. Fleet Forces Command; U.S. Pacific Fleet; the Oceanographer of the Navy; Commander, Submarine Force; Commander, Undersea Surveillance; Navy's Strategic Systems Programs Office; the U.S. Air Force; and the Missile Defense Agency. These ships were operated by Contracted Mariners employed by companies under contract to Military Sealift Command. Agency-provided mission support detachments, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks.

Submarine Support Ships

MSC operated USNS Black Powder, USNS Westwind, USNS Eagleview, and USNS Arrowhead in support of the U.S. and United Kingdom ballistic missile submarine force, providing transit protection, and open ocean passenger and supplies transfer services. The ships also served as vessels of opportunity if needed to support undersea rescues.

Oceanographic Survey Ships

MSC's six oceanographic survey ships, USNS Pathfinder, USNS Bowditch, USNS Henson, USNS Bruce C. Heezen, USNS Mary Sears, and USNS Marie Tharp, used precise, multi-beam, wide-angle, hydrographic sonar systems to collect water depth measurements and other related data.

SUBMARINE SUPPORT SHIPS

USNS Black Powder (T-AGSE 1)
 USNS Westwind (T-AGSE 2)
 USNS Eagleview (T-AGSE 3)
 USNS Arrowhead (T-AGSE 4)

OCEANOGRAPHIC SURVEY SHIPS

USNS Pathfinder (T-AGS 60)
 USNS Bowditch (T-AGS 62)
 USNS Henson (T-AGS 63)
 USNS Bruce C. Heezen (T-AGS 64)
 USNS Mary Sears (T-AGS 65)
 USNS Marie Tharp (T-AGS 66)

OCEAN SURVEILLANCE SHIPS

USNS Victorious (T-AGOS 19)
 USNS Able (T-AGOS 20)
 USNS Effective (T-AGOS 21)
 USNS Loyal (T-AGOS 22)
 USNS Impeccable (T-AGOS 23)
 HOS Red Dawn (SURTASS-E)
 HOS Red Rock (SURTASS-E)

MISSILE RANGE INSTRUMENTATION SHIP

USNS Howard O. Lorenzen (T-AGM 25)

NAVIGATION TEST SUPPORT SHIP

USNS Waters (T-AGS 45)

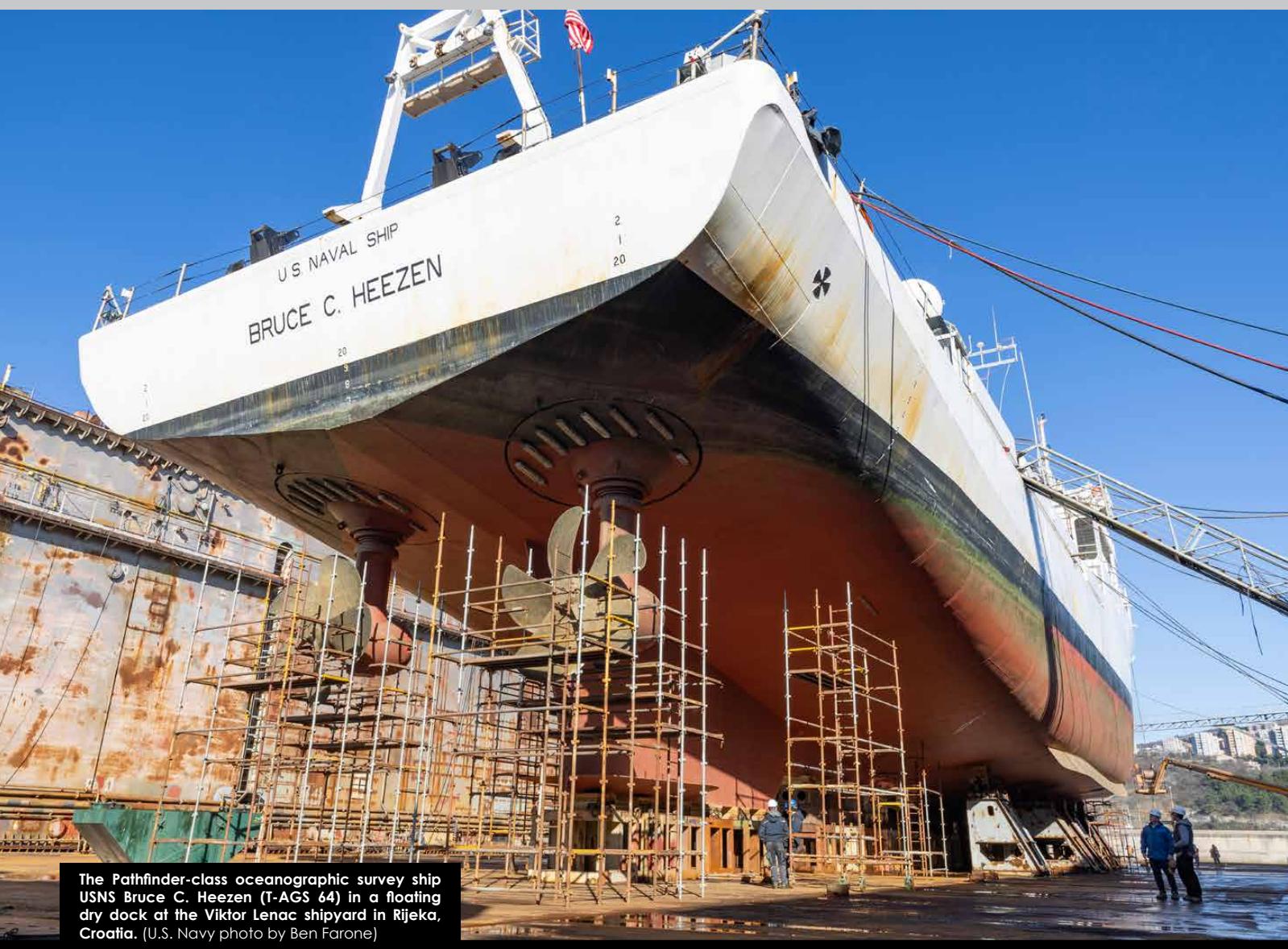
CABLE LAYING/REPAIR SHIP

CS Decisive
 CS Global Sentinel

SEA-BASED X-BAND RADAR PLATFORM

SBX-1
 HOS Black Watch





The information produces accurate charts and other products for Navy warfighters. In addition to survey work, these ships can be outfitted with a naval mobile instrumentation system, providing downrange missile tracking capabilities. Construction continued on a new oceanographic survey ship, USNS Robert Ballard.

Ocean Surveillance Ships

In the Western Pacific, five ocean surveillance ships, USNS Effective, USNS Loyal, USNS Impeccable, USNS Victorious, and USNS Able continued to support U.S. 7th Fleet. Charter ships HOS Red Rock and HOS Red Dawn provided expeditionary ocean surveillance capability to U.S. 2nd and 6th Fleets.

Missile Range Instrumentation Ship

Missile range instrumentation ship USNS Howard O. Lorenzen served as a seaborne platform for radar systems, collecting data on ballistic missile launches.

PREPOSITIONING AND SEABASING

The Military Sealift Command operates prepositioning vessels and seabasing ships for the U.S. Navy, Marine Corps, Army, and Air Force from strategic locations around the world.

Maritime Prepositioning Force

Prepositioning ships are loaded with combat and sustainment supplies that arrive early to support a wide spectrum of operations during strategic competition, crises, and conflicts. Each ship is assigned to one of two forward-deployed squadrons, with all ships encompassing the broader Maritime Prepositioning Force (MPF).

These vessels are equipped with aviation decks, watercraft, hose systems, and other unique features that enable them to deliver rolling stock, ammunition, supplies, bulk fuel, and water. Supplies can be offloaded at the pier, in-stream, ship-to-ship, or by air.

MPF vessels USNS Sisler and USNS 1ST LT Jack Lummus participated in Balikatan 2025, supporting the exercise by offloading equipment in the Philippines for Joint Logistics Over-the-Shore operations in April 2025. As large, medium-speed, roll-on/roll-off (LMSR) ships, Sisler and 1ST LT Jack Lummus's roles in Balikatan involved transferring military gear ashore to facilitate the joint exercise.

PREPOSITIONING AND SEABASING (PM3)

MARITIME PREPOSITIONING

USNS PFC Dewayne T. Williams (T-AK 3009)
USNS 1ST LT Jack Lummus (T-AK 3011)
USNS SGT William R. Button (T-AK 3012)
USNS Seay (T-AKR 302)
USNS Piliiaau (T-AKR 304)
USNS Sisler (T-AKR 311)
USNS Dahl (T-AKR 312)

EXPEDITIONARY TRANSFER DOCK

USNS Montford Point (T-ESD 1)
USNS John Glenn (T-ESD 2)

EXPEDITIONARY SEA BASE

USS Lewis B. Puller (ESB 3)
USS Hershel "Woody" Williams (ESB 4)
USS Miguel Keith (ESB 5)
USS John L. Canley (ESB 6)
USNS Robert E. Simanek (ESB 7)

OFFSHORE PETROLEUM DISTRIBUTION SYSTEM

USNS Fast Tempo (T-AG 4907)
USNS VADM K.R. Wheeler (T-AG 5001)

ARMY PREPOSITIONED STOCKS LARGE, MEDIUM-SPEED, ROLL-ON/ROLL-OFF SHIPS

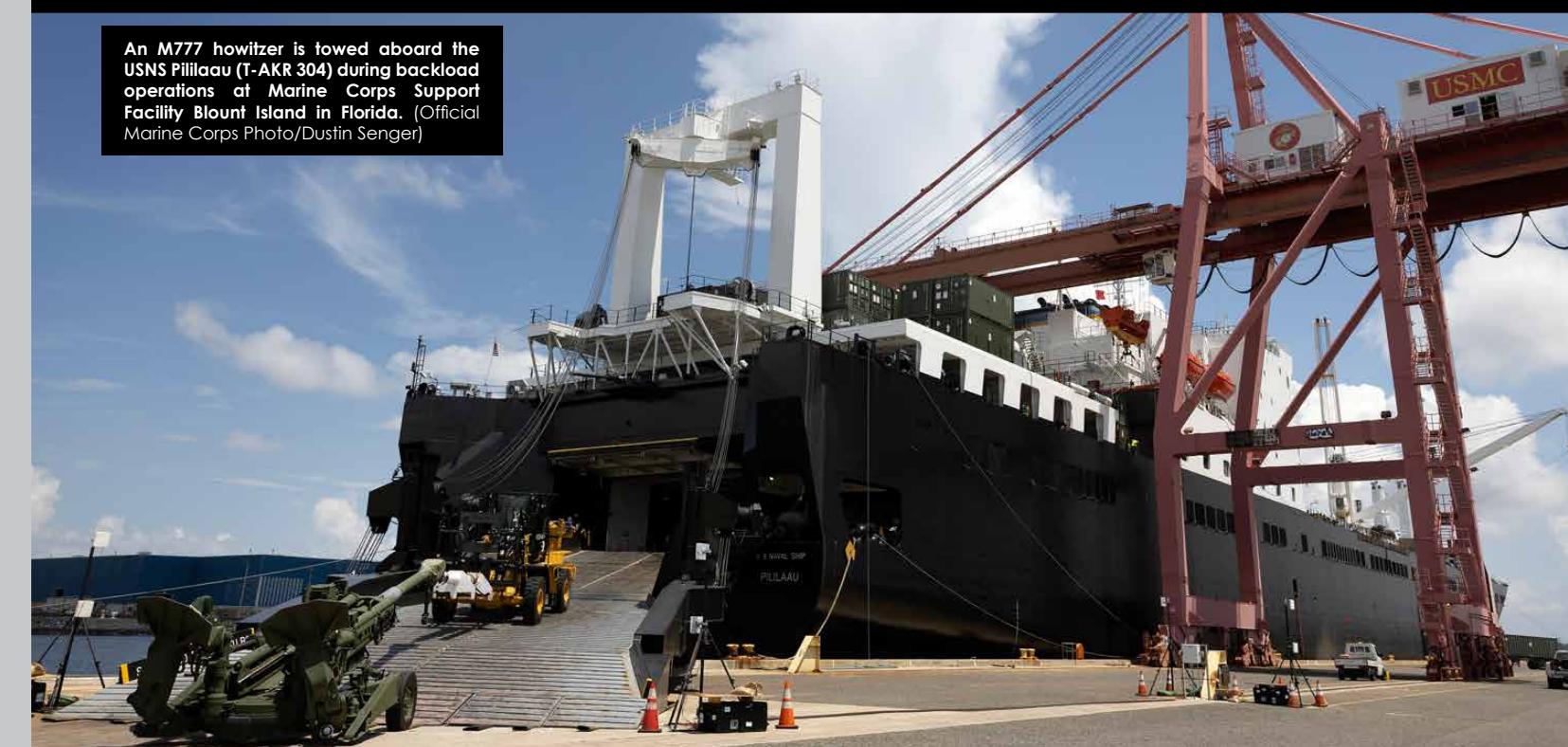
MV LTC John U.D. Page (T-AK 4543)
MV SSG Edward A. Carter Jr. (T-AK 4544)
USNS Watson (T-AKR 310)
USNS Red Cloud (T-AKR 313)
USNS Charlton (T-AKR 314)
USNS Watkins (T-AKR 315)
USNS Pomeroy (T-AKR 316)
USNS Soderman (T-AKR 317)

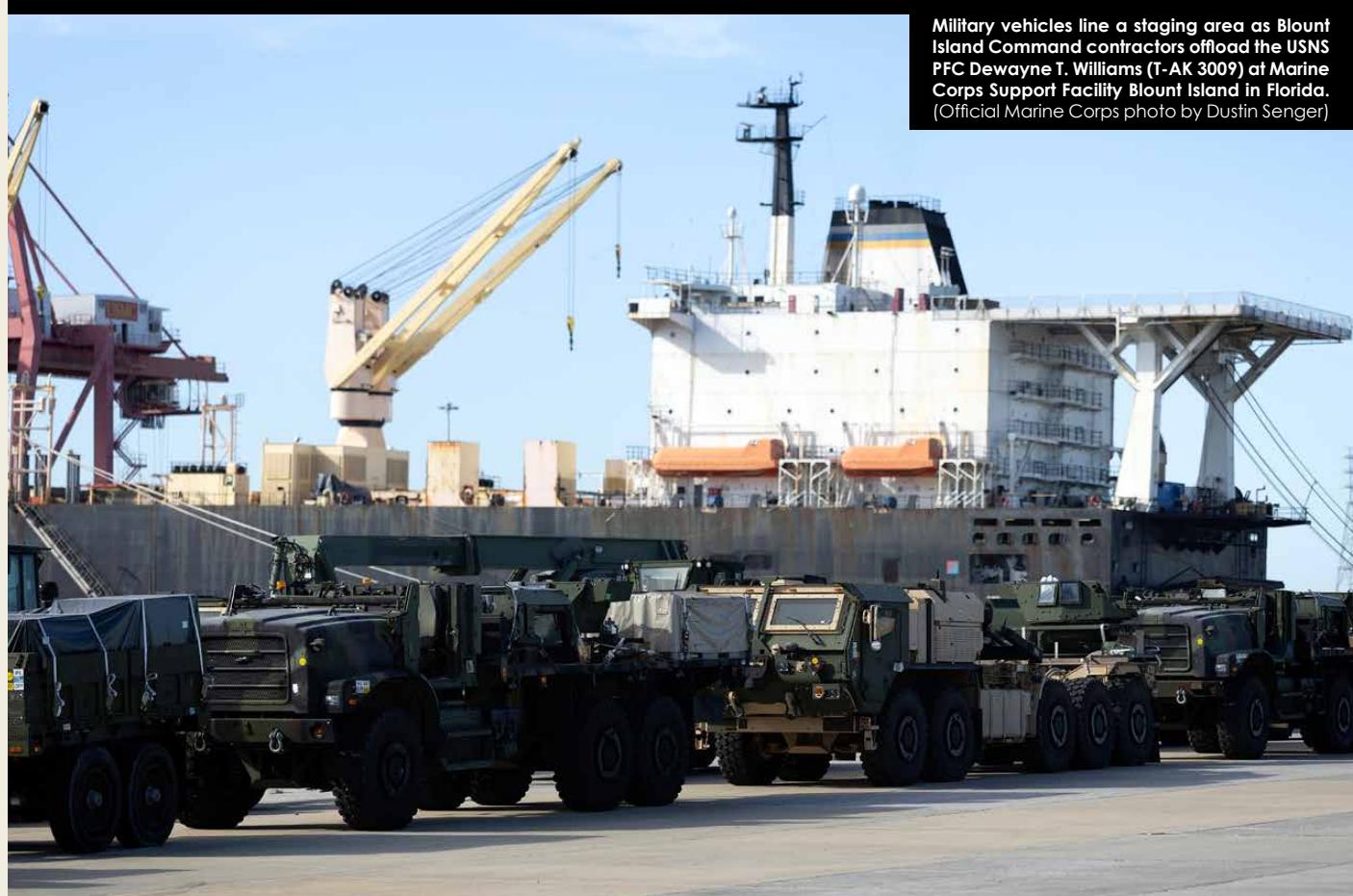
ARMY PREPOSITIONED STOCKS CONTAINER SHIPS

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

U.S. AIR FORCE CONTAINER SHIPS

MV MAJ Bernard F. Fisher (T-AK 4396)
MV CAPT David I. Lyon (T-AK 5362)





Military vehicles line a staging area as Blount Island Command contractors offload the USNS PFC Dewayne T. Williams (T-AK 3009) at Marine Corps Support Facility Blount Island in Florida. (Official Marine Corps photo by Dustin Senger)

USNS Dahl supported Freedom Banner 25, which was an MPF offload that provided equipment and support to III Marine Expeditionary Force units for the exercises Korean Marine Exchange Program 25.1 and Freedom Shield 25. U.S. Marines and Sailors performed beach landing operations to test and validate 3rd Marine Logistics Group's ability to conduct integrated logistics operations in a complex and contested environment, enhancing the expeditious transport and distribution of supplies in a combat environment or life-saving aid in humanitarian assistance and disaster relief operations.



A vehicle is offloaded from prepositioned ship USNS Dahl (T-AKR 213), in support of exercise Freedom Banner 2025, in Jinhae-gu province, Republic of Korea. (U.S. Navy photo by Mass Communication Specialist 1st Class Robert Zahn)

USNS PFC Dewayne T. Williams had been scheduled to participate in Native Fury 25; however, while the ship was en route to the exercise location, the exercise was canceled due to the geopolitical environment at the time. The vessel was instead reassigned to support U.S. 6th Fleet area of responsibility real-world events occurring in the region. In August 2025, the vessel arrived at Blount Island Command to conduct an equipment offload.

Additionally, in the second half of the year, the MPF vessels 1ST LT Jack Lummus, Sisler, and Dahl participated in a successful Group Sail that coordinated and capitalized on the resources and technical abilities of each vessel.

USNS 1ST LT Baldomero Lopez and USNS GYSgt Fred W. Stockham were both inactivated at the end of the fiscal year with a combined 67 years of dedicated service. Farewell and Bravo Zulu to both vessels for a job well done.

Expeditionary Transfer Dock

Expeditionary Transfer Docks (ESD) are designed to be semi-submersible, flexible, modular platform providing the U.S. Navy with the capability perform large-scale logistics movements.

USNS Montford Point served as a prominent platform for the Naval Research Laboratory during the study and survey of new antenna equipment related testing capabilities. The ship also hosted several VIPs throughout the year. USNS John Glenn remained in a reduced operating status.



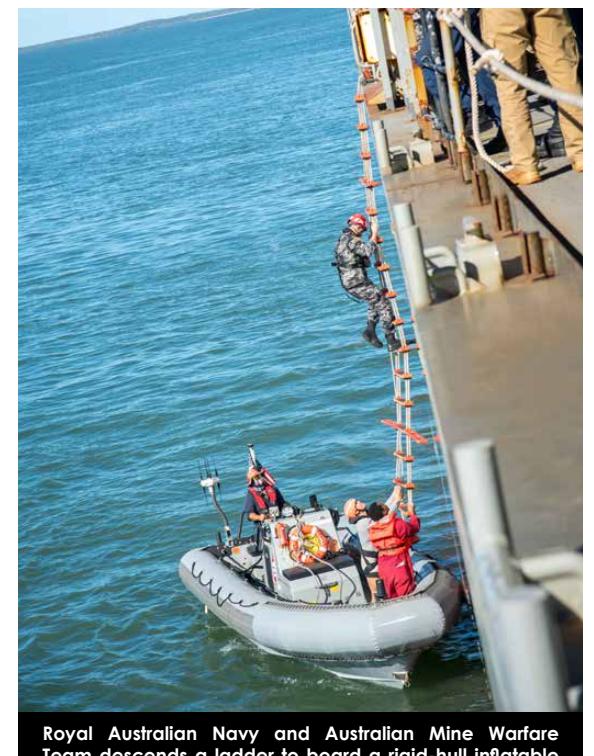
The Lewis B. Puller-class expeditionary sea base USS John L. Canley (ESB 6), arrives in Koror, Palau in support of Pacific Partnership 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jordan Jennings)

Expeditionary Sea Base

The expeditionary sea base (ESB) USS Lewis B. Puller-class, the Navy's first purpose-built afloat forward staging base, can execute missions to support Aviation Mine Countermeasure and Special Operations Forces. The platform has an aviation hangar and flight deck that includes four operating spots capable of landing MV-22 and MH-53E equivalent helicopters as well as accommodations, workspaces, and ordnance storage for an embarked force. Additionally, ESBs can support Unmanned Aerial Vehicle missions. The platform also provides enhanced command and control, communications, computers, and intelligence capabilities to support embarked force mission planning and execution. The reconfigurable mission deck can store equipment, including mine sleds and rigid hull inflatable boats.



Integrated Battle Problem 25.5 technology demonstration aboard the Lewis B. Puller-class Expeditionary Sea Base USS Miguel Keith (ESB 5). (U.S. Navy photo by Mass Communication Specialist 1st Class W. Chase Stephens)



Royal Australian Navy and Australian Mine Warfare Team descends a ladder to board a rigid-hull inflatable boat launched from USS John L. Canley (ESB 6) off the coast of Gladstone, Australia. (U.S. Navy photo by Mass Communication Specialist 1st Class W. Chase Stephens)



An MV-22B Osprey assigned to Marine Medium Tiltrotor Squadron (VMM) 363, Marine Rotational Force landing aboard the expeditionary sea base USS Miguel Keith (ESB 5) in the Philippine Sea. (U.S. Marine Corps photo by Cpl. Angelina Sara)

Designated as a Forward-Deployed Naval Force ship, ESBs operate worldwide. Lewis B. Puller is homeported in Bahrain and supports U.S. 5th Fleet. USS Hershel "Woody" Williams is homeported in Souda Bay, Crete, Greece, supporting U.S. 6th Fleet. USS Miguel Keith and USS John L. Canley are homeported in Saipan and support U.S. 7th Fleet.

USNS Robert E. Simanek completed Final Contract Trials and will undergo an extensive Post Shipyard Availability. The final ship of the class, the future USNS Hector A. Cafferata, Jr. is under construction and scheduled to deliver in 2026.

Lewis B. Puller and Hershel "Woody" Williams have entered an extended maintenance/lay berth period until Fall 2026. During this period, the ships will improve material condition and readiness to enhance future missions.

Offshore Petroleum Distribution System

The USNS VADM K.R. Wheeler and USNS Fast Tempo comprise of an offshore petroleum distribution system (OPDS) and remained in reduced operating status in Lake Union, Washington. Utilizing commercial technology from the offshore oil industry, these ships are ready to pump fuel to beach distribution facilities from up to eight miles offshore. VADM K.R. Wheeler is in the process of inactivation and scheduled to transfer to the U.S. Maritime Administration (MARAD) by September 2026.

Army Prepositioned Stocks and Container Ships

Following the Secretary of War's approval of the Army's divestment plan for afloat prepositioning, all deployed Army Watson-class LMSRs completed redeployment to the Continental United States (CONUS) and offload operations. USNS Watson and USNS Charlton were successfully transferred to MARAD's Ready Reserve Force (RRF) in August and September 2025, marking key milestones in the execution of the divestment strategy.

The remaining vessels, USNS Soderman, USNS Pomeroy, USNS Watkins, and USNS Red Cloud, are scheduled for RRF transfer during FY 2026, maintaining alignment with Army and Department of War transition timelines.

Additionally, the container ships MV SSG Edward A. Carter, Jr. and MV LTC John U.D. Page returned to CONUS, completed offload operations, and were redelivered to their commercial owners, concluding their Army prepositioning mission support.

Air Force Container Ships

Container ships and MV CAPT David I. Lyon remained in the Western Pacific throughout most of the year supporting U.S. Air Force munitions requirements. David I. Lyon returned for regulatory maintenance, went off-hire, then returned on contract to return to the Western Pacific.

FLEET SUPPORT

Rescue and Salvage Ships

Rescue and salvage ships, with embarked Navy dive teams, performed their primary functions and provided the additional towing capability for the Navy. Rescue and salvage ships supported aircraft recovery, dive and salvage training, and towing operations. USNS Grasp and USNS Salvor supported numerous diving, explosive ordnance disposal, and Naval Special Warfare training missions in the Pacific. The Navy christened the second multipurpose platform for towing, salvage and rescue, USNS Cherokee Nation, in a ceremony in Houma, Louisiana, in June.

Fleet Ocean Tugs

Fleet ocean tug USNS Catawba provided towing, salvage, unit training, rescue support, and diving and recompression system support. Catawba provided U.S. 5th Fleet with an on-call emergency towing and salvage capability. The ship supported multiple mine countermeasure events, autonomous underwater vehicle mission support, and dive and salvage training.

Submarine Tenders

Two submarine tenders provided sustained, forward-based support to assigned submarines at anchor or pierside. USS Emory S. Land and USS Frank Cable provided forward area repair and service facilities for Commander, Submarine Forces Pacific. Tenders operate with hybrid crews of Civil Service Mariners (CIVMARs) and Sailors. Mariners perform navigation, deck, engineering, communications, supply, and galley duties, while Sailors provide submarine maintenance and repair capabilities. A Navy captain leads the submarine tender combined crew. Frank Cable completed a four-month Western Pacific deployment in support of submarine and surface ship maintenance.

FLEET SUPPORT (PM4)

RESCUE AND SALVAGE SHIPS

USNS Grasp (T-ARS 51)
USNS Salvor (T-ARS 52)

FLEET OCEAN TUGS

USNS Catawba (T-ATF 168)
MV Gary Chouest

SUBMARINE TENDERS

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

HOSPITAL SHIPS

USNS Mercy (T-AH 19)
USNS Comfort (T-AH 20)

SUBMARINE AND SPECIAL WARFARE SUPPORT SHIPS

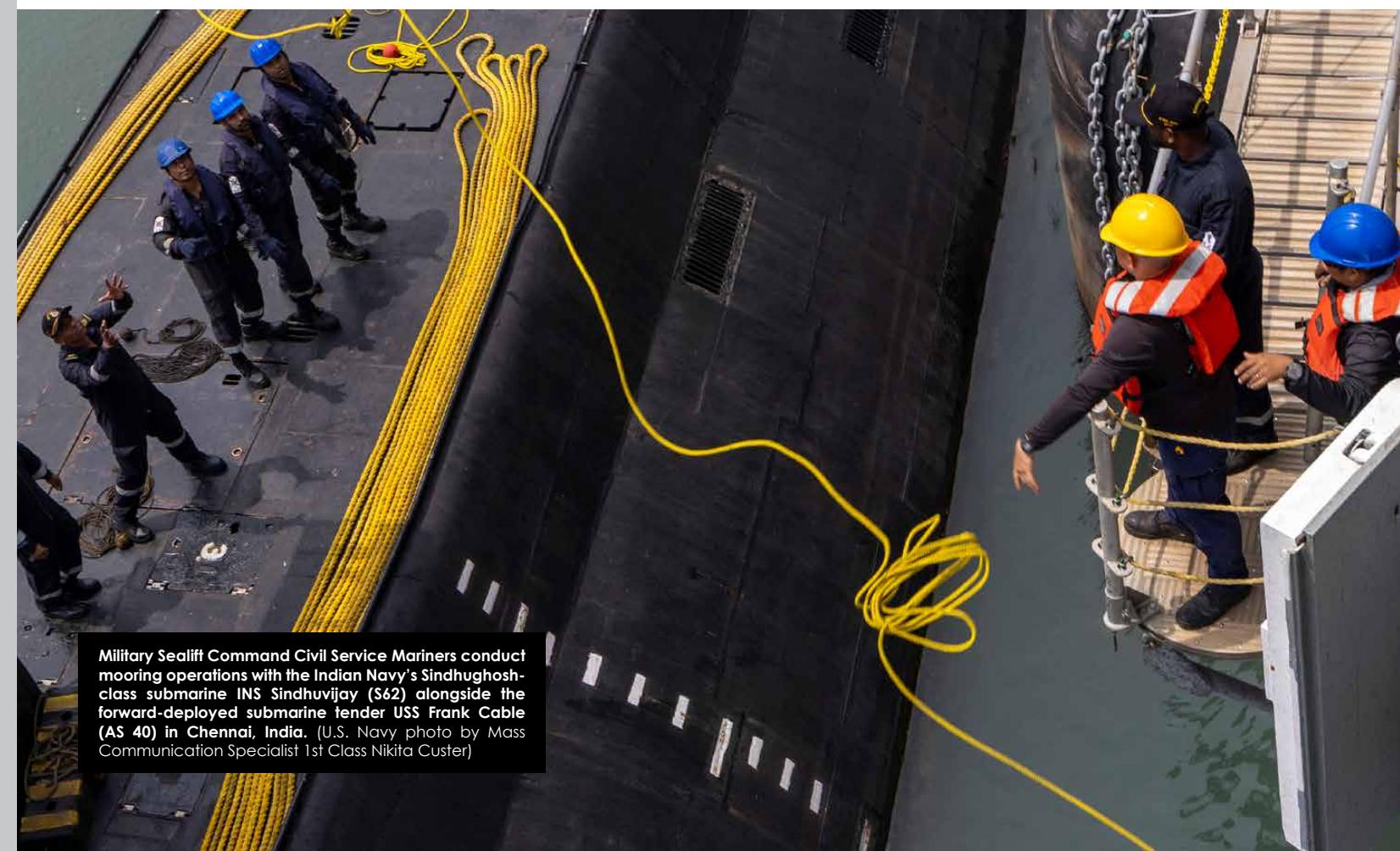
MV HOS Dominator
MV HOS Mauser
MV Alyssa Chouest
MV Kellie Chouest
OSV HOS Rosebud
PTV Malama

COMMAND SHIP

USS Mount Whitney (LCC 20)

FLEET EXPERIMENTATION

MV Starfleet Patriot
OSV Ocean Valor
SLV HOS Resolution



Military Sealift Command Civil Service Mariners conduct mooring operations with the Indian Navy's Sindhughosh-class submarine INS Sindhuvijay (S62) alongside the forward-deployed submarine tender USS Frank Cable (AS 40) in Chennai, India. (U.S. Navy photo by Mass Communication Specialist 1st Class Nikita Custer)

Hospital Ships

Military Sealift Command operates two hospital ships, USNS Mercy and USNS Comfort. Both ships are converted San Clemente-class oil tankers. Hospital ships provide an afloat, mobile, acute surgical medical facility to the U.S. military that is flexible, capable, and uniquely adaptable to support expeditionary warfare. A secondary mission is to provide complete hospital services to support U.S. disaster relief and humanitarian assistance missions.

When at full operating status, 1,200 military and medical personnel and 70 CIVMARs operate the ship and 1,000-bed medical facility. The ship has 12 fully equipped operating rooms and provides digital radiological, laboratory, pharmacy, optometry, dental, and physical therapy services. When not deployed, Mercy is in reduced operating status in San Diego, and Comfort in Norfolk, Virginia.

A small crew of CIVMARs and Navy medical personnel maintain the ships in a high state of readiness and can transition to full operating status within five days. During FY 2025, Comfort deployed to the Caribbean and Eastern Pacific for the 16th iteration of Continuing Promise with mission stops in Grenada, Panama, Ecuador, Dominican Republic, Costa Rica, and Trinidad and Tobago.



The Mercy-class hospital ship USNS Comfort (T-AH 20), assigned to Commander, Task Force 49, commanded by Destroyer Squadron 40, transits through the Caribbean Sea during Continuing Promise 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Rylin Paul)

Submarine and Special Warfare Support Ships

MV Malama provided passenger transfer services and logistic support in the open ocean to U.S. Pacific Fleet submarines. MV HOS Dominator and MV HOS Mauser delivered submarine rescue training and exercise support for Commander, U.S. Pacific Fleet and partner nations. Other vessel charters supported U.S. Special Operations Command requirements worldwide.

Command Ship

USS Mount Whitney supported Commander, U.S. 6th Fleet as a joint task force command ship, serving as a command and control platform for embarked commanders from NATO and naval components. In FY 2025 the ship participated in multiple U.S. and NATO exercises and conducted port visits throughout Europe. Mount Whitney operated with a hybrid crew of U.S. government CIVMARs and uniformed military personnel under the leadership of a Navy captain.



The Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) steams in formation through the Baltic Sea along with other U.S. and NATO ships, in support of exercise Baltic Operations 2025 (BALTOPS 25). (U.S. Navy photo by Mass Communication Specialist 2nd Class Mario Coto)

Harbor Tug Charters

Eight harbor tugboat time charters supported vessel movements and hurricane response requirements for Commander, Navy Installations Command at multiple CONUS locations and in Guam and Hawaii, and Commander, Naval Sea Systems Command at Portsmouth Naval Shipyard, Maine.

Fleet Experimentation

Chartered offshore support vessels supported capability development activities for advanced mobile logistics concepts and the Next Generation Logistics Ship development. Charter ship HOS Resolution served as a stern landing vessel to support U.S. Marine Corps mobility test and evaluation requirements. Charter ship Starfleet Patriot supported NSWC Panama City Division technology development efforts. Charter ship Ocean Valor supported Pacific Fleet experimentation.

Charter Support

Charter contracts were developed, awarded, and administered to fill multiple spot charter requirements in FY 2025. These charters supported various Department of War sponsors for required training and exercise support, government asset towing, and various maintenance and experimentation support needs.



A Military Sealift Command chartered harbor tugboat assists USNS Patuxent (T-AO 201) moor to the pier at Naval Station Norfolk. (U.S. Navy photo by Ryan Carter)



The Stern Landing Vessel HOS Resolution sits docked ahead of fuel onloading during a Petroleum Over the Shore (POTS) exercise at Naval Base White Beach, Okinawa, Japan. (U.S. Marine Corps photo by Cpl. Eric Allen)

EXPEDITIONARY FAST TRANSPORT

The Expeditionary Fast Transport (EPF), designed for rapid, intra-theater transport of troops and military equipment, has a 20,000-square-foot mission bay that can be reconfigured to carry containerized and dry cargo in addition to military vehicles and equipment. The design features a flight deck capable of landing multiple helicopter variants, a stern ramp for vehicle access to the mission deck, and seating for 312 passengers. EPFs 14-16 are designated Flight II which add an elevator, 11M RHIB, improved flight deck capable of landing V-22 aircraft and other enhancements designed to support embarkation of an Expeditionary Medical Unit. These vessels are crewed by Civil Service Mariners while military personnel embark to support mission sponsor requirements. MSC has accepted delivery of 15 of the planned 16 EPFs. In addition, three Expeditionary Medical Ships (EMS) are planned to join the fleet in future years.

EXPEDITIONARY FAST TRANSPORT (PM&8)

EXPEDITIONARY FAST TRANSPORT
 USNS Spearhead (T-EPF 1)
 USNS Choctaw County (T-EPF 2)
 USNS Millinocket (T-EPF 3)
 USNS Fall River (T-EPF 4)
 USNS Trenton (T-EPF 5)
 USNS Brunswick (T-EPF 6)
 USNS Carson City (T-EPF 7)
 USNS Yuma (T-EPF 8)
 USNS City of Bismarck (T-EPF 9)
 USNS Burlington (T-EPF 10)
 USNS Puerto Rico (T-EPF 11)
 USNS Newport (T-EPF 12)
 USNS Apalachicola (T-EPF 13)
 USNS Cody (T-EPF 14)
 USNS Point Loma (T-EPF 15)
HIGH-SPEED TRANSPORT
 USNS Guam (HST 1)
 Formerly MV Alakai (HST 2)



Members of the shipbuilding team, from Program Executive Office, Ships; Supervisor of Shipbuilding Gulf Coast; Austal USA; and General Dynamics on board USNS Point Loma (T-EPF 15), the Navy's second Flight II Expeditionary Fast Transport ship, before the at sea portion of acceptance trials at the Austal USA shipyard in Mobile, Alabama. (U.S. Navy photo)

EPFs are capable of deploying worldwide, meeting combatant command requirements to include intra-theatre transportation, participating in multi-service and joint exercises, humanitarian assistance and disaster relief (HA/DR) missions, fleet experimentation, and contributing to military services' readiness.

The first four EPFs in the Spearhead-class, USNS Spearhead, USNS Choctaw County, USNS Millinocket and USNS Fall River were inactivated in FY 2025.

The majority of the EPF fleet has entered a Force Generation Risk Reduction (FGRR) status with ships being clustered together and minimally crewed. USNS Trenton, USNS Carson City and USNS Newport are clustered in Port of Orange, Texas. USNS Brunswick, USNS Yuma, USNS Burlington and USNS Apalachicola are clustered in Norfolk, Virginia. USNS City of Bismarck and USNS Puerto Rico are clustered in Laem Chabang, Thailand.

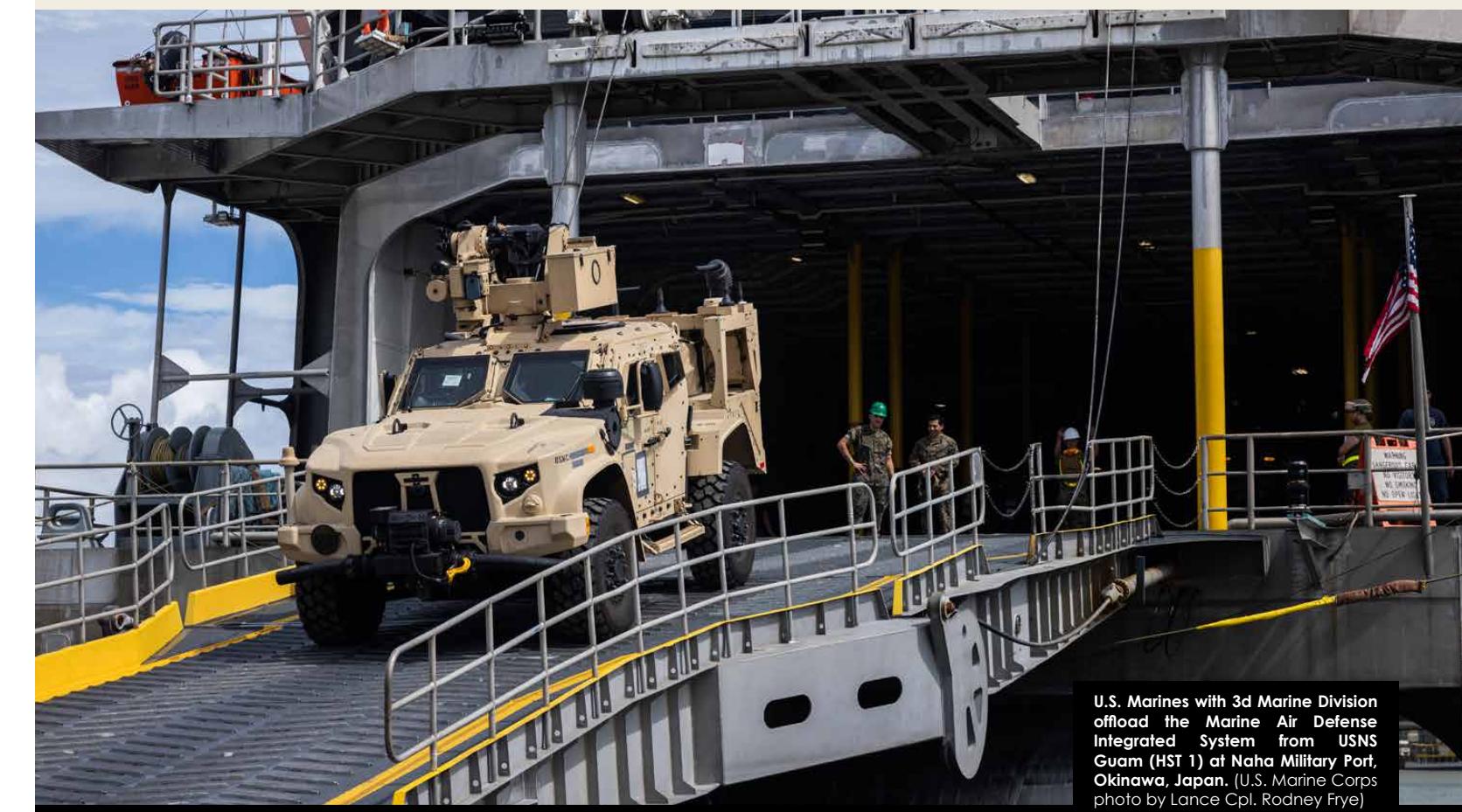
Beginning in FY 2026, four EPFs are planned to support missions utilizing a hybrid crewing concept made up of active-duty Navy Sailors and Civil Service Mariners. This will bring City of Bismarck and Puerto Rico out of FGRR and employ our newest ships USNS Cody and USNS Point Loma. These four ships are expected to conduct operations in the Far East.

Cody completed a post-delivery test and trials (PDT&T) period and is currently operating out of Joint Expeditionary Base Little Creek (JEBLC) in Norfolk.

The Navy accepted delivery of Point Loma in June and is currently conducting PDT&T at JEBLC. The future USNS Lansing is scheduled to deliver in 2026. Expeditionary Medical Ships USNS Bethesda and USNS Balboa will join the fleet in future years.

High-Speed Transports

USNS Guam is a vital logistical and support asset for the U.S. Marine Corps in a strategically important region and continues to support Third Marine Expeditionary Force requirements in the Western Pacific. Guam supported Valiant Shield, Korea Viper, Fuji Viper, and successfully completed an annual dry-docking overhaul in Singapore. The second high-speed transport, Formerly MV Alakai, chartered to Bay Ferries through an Enhanced Use Lease, provides commercial ferry service between Bar Harbor, Maine, and Yarmouth, Nova Scotia.



U.S. Marines with 3d Marine Division offload the Marine Air Defense Integrated System from USNS Guam (HST 1) at Naha Military Port, Okinawa, Japan. (U.S. Marine Corps photo by Lance Cpl. Rodney Frye)

DRY CARGO SHIPS

During FY 2025, the Dry Cargo Operations office chartered various commercial dry cargo vessels to move equipment, supplies, and ammunition for operations, exercises, and unit rotations. MSC chartered 33 ships and activated 16 organic ships delivering over 6.8 million square feet and over 8,200 Twenty-foot Equivalent Units (TEU) of cargo supporting worldwide operations.

MSC-chartered vessels delivered ammunition to U.S. Combatant Commands, allies, and supported service-prepositioned stocks. The Joint Deployment and Distribution Enterprise relied on MSC to deliver this cargo through numerous dedicated missions sailing from Military Ocean Terminals in Concord, California, and Sunny Point, North Carolina, to destinations worldwide. A mixture of commercial and organic vessels supported ammunition sustainment missions.



DRY CARGO

DRY CARGO SHIPS

SLNC Star (T-AK 5603)
T/B Rikki S/MB Thunder Road

sustainment mission to Antarctica. The operating environments for these missions required ice-capable cargo vessels meeting special requirements for operations in polar regions.

The Tactical Advisor (TACAD) program provided specially trained Strategic Sealift and Surface Warfare Reserve Officers to embark ships operating in contested maritime environments. These officers, with advanced training in secure communications and fleet interoperability, served as an operational interface between their assigned ships and Naval Fleets.

This augmentation to commercial crew provides an onboard liaison for MSC's area commanders, focusing on vessel movements and communications.

The Dry Cargo team continued to execute sustainment missions to facilities on Andros Island, Bahamas, and Diego Garcia. MV Ocean Freedom provided sustainment cargo to Thule Air Base in Greenland during Pacer Goose 25. MV Ocean Gladiator and MV Ocean Giant supported the National Science Foundation through Operation Deep Freeze, the annual McMurdo Station

A shipping container is discharged from Military Sealift Command (MSC) chartered Motor Vessel Cape Henry (T-AKR 5067) at the pier in Sattahip, Thailand, during an offload of equipment that was used in Joint Exercise Cobra Gold 2025. (U.S. Navy photo by Grady T. Fontana)

TANKER OFFICE

In FY 2025, Military Sealift Command tankers transported 29 million barrels (1.2 billion gallons) of Department of War petroleum products during 253 voyages in support of Defense Logistics Agency-Energy. U.S.-flagged tankers carried more than 94.5 percent of the cargo.

The primary carriers were seven extended-term chartered U.S.-flagged tankers, five medium range (MR) tankers: MT Empire State, MT Evergreen State, MT SLNC Goodwill, MT Stena Polaris, MT Yosemite Trader and two shallow draft tankers MT SLNC Pax, MT Redwood Trader. The U.S.-flagged, extended-term chartered vessels were supplemented by a multiple of spot voyage and time chartered commercial tankers, both U.S. and foreign flagged. MSC contracted the majority of the Tanker Security Program (TSP) participants to include: MT Overseas Sun Coast, MT Overseas Santorini, MT Stena Immaculate, MT Stena Impeccable, MT Stena Imperative, MT Shenandoah Trader, MT Torm Thunder, MT Torm Timothy and MT Torm Thor.

Stena Polaris, the tanker with an ice-strengthened hull, delivered over 200,000 barrels of JA1 fuel to Pituffik Space Base, Greenland, during the annual resupply mission Operation Pacer Goose.

MSC continued its support to U.S. Transportation Command, as the Global Bulk Fuel Manager, managing five extended-term charters in support of U.S. Indo-Pacific

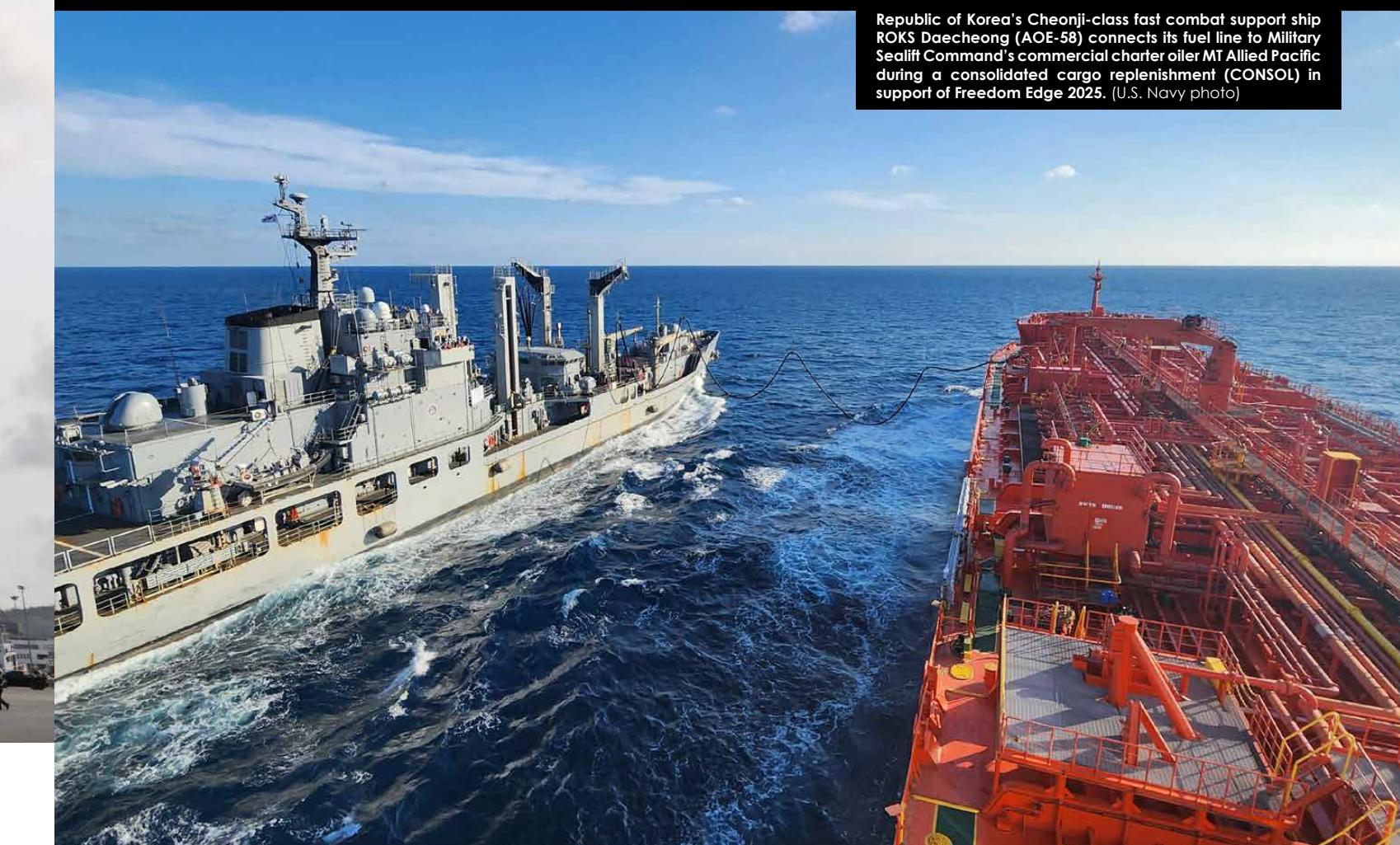
TANKER OFFICE

TANKERS

MT Empire State (T-AOT 5193)
MT Evergreen State (T-AOT 5205)
MT SLNC Pax (T-AOT 5356)
MT SLNC Goodwill (T-AOT 5419)
MT Overseas Mykonos (T-AOT 5439)
MT Yosemite Trader (T-AOT 5532)
MT Pohang Pioneer (T-AOT 5560)
MT Haina Patriot (T-AOT 5562)
MT Stena Polaris (T-AOT 5563)
MT Allied Pacific (T-AOT 5581)
MT Badlands Trader (T-AOT 5582)
MT Redwood Trader (T-AOT 5630)

Command (IPC) afloat fuel requirements which included: MT Badlands Trader, MT Overseas Mykonos, MT Allied Pacific, MT Pohang Pioneer and MT Haina Patriot.

MSC continued to support the Number Fleets and Allies with consolidated cargo operations (CONSOL) Tankers. In FY 2025, MSC CONSOL capable Tankers completed 70 CONSOL events and transferred over 1.6 million barrels of product. MSC CONSOL tankers supported five Allied nations with CONSOL and two aircraft carriers with CONSOL.



Republic of Korea's Cheonji-class fast combat support ship ROKS Daechong (AOE-58) connects its fuel line to Military Sealift Command's commercial charter oiler MT Allied Pacific during a consolidated cargo replenishment (CONSOL) in support of Freedom Edge 2025. (U.S. Navy photo)

THE UNITED STATES NAVY'S MILITARY SEALIFT COMMAND



COMBAT LOGISTICS FORCE

Fleet Replenishment Oiler



Length: 746 Feet, Beam: 106 Feet
Displacement: 49,850 Tons

T-AO 205 USNS John Lewis
T-AO 206 USNS Oscar V. Peterson
T-AO 207 USNS Earl Warren
T-AO 208 USNS Robert F. Kennedy
T-AO 209 USNS Lucy Stone



Length: 678 Feet, Beam: 98 Feet
Displacement: 40,900 - 41,225 Tons

T-AO 187 USNS Henry J. Kaiser
T-AO 188 USNS Joshua Humphreys
T-AO 189 USNS John Lenthall
T-AO 194 USNS John Ericson
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

Dry Cargo/Ammunition



Length: 689 Feet, Beam: 106 Feet
Displacement: 41,000 Tons

T-AKE 1 USNS Lewis and Clark (Prepositioning)
T-AKE 2 USNS Sacagawea (Prepositioning)
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

Fast Combat Support



Length: 754 Feet, Beam: 107 Feet
Displacement: 48,500 Tons

T-AOE 6 USNS Supply
T-AOE 8 USNS Arctic

SPECIAL MISSION

Missile Range Instrumentation



Length: 534 Feet, Beam: 89 Feet
Displacement: 12,642 Tons

T-AGM 25 USNS Howard O. Lorenzen

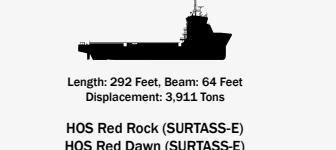
Ocean Surveillance



Length: 235 Feet, Beam: 94 Feet
Displacement: 3,384 Tons

T-AGOS 19 USNS Victorious
T-AGOS 20 USNS Able
T-AGOS 21 USNS Effective
T-AGOS 22 USNS Loyal

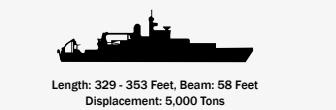
T-AGOS 23 USNS Impeccable



Length: 282 Feet, Beam: 96 Feet
Displacement: 5,370 Tons

T-AGOS 23 USNS Impeccable

Oceanographic Survey



Length: 329 - 353 Feet, Beam: 58 Feet
Displacement: 5,000 Tons

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 Marie Tharp

Sea-based X-band Radar



Length: 389 Feet, Beam: 238 Feet
Displacement: 32,690 Tons

SBX-1 Sea-based X-band Radar



Length: 302 Feet, Beam: 64 Feet
Displacement: 32,690 Tons

HOS Black Watch

Navigation Test Support



Length: 442 Feet, Beam: 69 Feet
Displacement: 12,208 Tons

T-AGS 45 USNS Waters

PREPOSITIONING & SEABASING

Maritime Prepositioning Force LMSR, RO/RO, Expeditionary Transfer Dock



Length: 673 Feet, Beam: 106 Feet
Displacement: 46,111 Tons

T-AK 3009 USNS PFC Dewayne T. Williams
T-AK 3011 USNS 1ST LT Jack Lummus
T-AK 3012 USNS SGT William R. Button



Length: 950 Feet, Beam: 106 Feet
Displacement: 62,644 Tons

T-AKR 302 USNS Seay
T-AKR 304 USNS Pilliaau
T-AKR 311 USNS Sisler
T-AKR 312 USNS Dahl



Length: 784 Feet, Beam: 164 Feet
Displacement: 77,388 Tons

T-ESD 1 USNS Montford Point
T-ESD 2 USNS John Glenn

Offshore Petroleum Distribution System



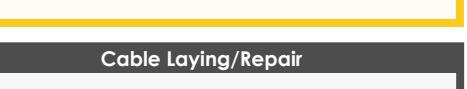
Length: 349 Feet, Beam: 70 Feet
Displacement: 6,492 Tons

T-AG 5001 USNS VADM K.R. Wheeler



Length: 160 Feet, Beam: 30 Feet
Displacement: 611 Tons

T-AG 4907 USNS Fast Tempo



Length: 478 Feet, Beam: 71 Feet
Displacement: 16,118 Tons

CS Global Sentinel
CS Decisive



Length: 250 Feet, Beam: 54 Feet
Displacement: 2,850 Tons

T-AGSE 1 USNS Black Powder
T-AGSE 2 USNS Westwind
T-AGSE 3 USNS Eagleview
T-AGSE 4 USNS Arrowhead



Length: 250 Feet, Beam: 54 Feet
Displacement: 2,850 Tons

T-AGSE 1 USNS Black Powder
T-AGSE 2 USNS Westwind
T-AGSE 3 USNS Eagleview
T-AGSE 4 USNS Arrowhead



Length: 110 Feet, Beam: 22 Feet
Displacement: 600 Tons

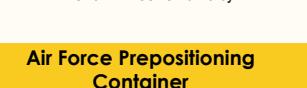
PTV Malama

Army Prepositioned Stocks LMSR and Container



Length: 950 Feet, Beam: 106 Feet
Displacement: 62,644 Tons

T-AKR 313 USNS Red Cloud
T-AKR 315 USNS Watkins
T-AKR 316 USNS Pomeroy



Length: 652 / 686 Feet, Beam: 106 / 99 Feet
Displacement: 48,012 / 52,878 Tons

T-AK 4396 MV MAJ Bernard F. Fisher
T-AK 5362 MV CAPT David I. Lyon



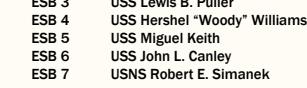
Length: 784 Feet, Beam: 164 Feet
Displacement: 106,664 Tons

ESB 3 USS Lewis B. Puller
ESB 4 USS Hershel "Woody" Williams
ESB 5 USS Miguel Keith
ESB 6 USS John L. Canley
ESB 7 USNS Robert E. Simanek



Length: 644 Feet, Beam: 85 Feet
Displacement: 23,000 Tons

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



Length: 443 Feet, Beam: 59 Feet
Displacement: 9,295 Tons

T-AK 5603 SLNC Star



Length: 226 Feet, Beam: 42 Feet
Displacement: 2,296 Tons

T-AF 168 USNS Catawba



Length: 275 Feet, Beam: 62 Feet
Displacement: 4,065 Tons

MV Gary Chouest



Length: 636 Feet, Beam: 108 Feet
Displacement: 15,000 Tons

LCC 20 USS Mount Whitney



Length: 261 Feet, Beam: 60 Feet
Displacement: 3,183 Tons

OSV Ocean Valor

FLEET SUPPORT

Hospital



Length: 894 Feet, Beam: 106 Feet
Displacement: 69,552 Tons

T-AH 19 USNS Mercy
T-AH 20 USNS Comfort

Rescue and Salvage



Length: 255 Feet, Beam: 51 Feet
Displacement: 3,336 Tons

T-ARS 51 USNS Grasp
T-ARS 52 USNS Salvor

Submarine Tender



Length: 644 Feet, Beam: 85 Feet
Displacement: 23,000 Tons

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

Expeditionary Fast Transport



Length: 338 Feet, Beam: 94 Feet
Displacement: 2,460 Tons

T-EPF 5 USNS Trenton
T-EPF 6 USNS Brunswick
T-EPF 7 USNS Carson City
T-EPF 8 USNS Yuma
T-EPF 9 USNS City of Bismarck
T-EPF 10 USNS Burlington
T-EPF 11 USNS Puerto Rico
T-EPF 12 USNS Newport
T-EPF 13 USNS Apalachicola
T-EPF 14 USNS Cody
T-EPF 15 USNS Point Loma



Length: 373 / 379 Feet, Beam: 78 Feet
Displacement: 1,646 Tons

HST 1 USNS Guam
HST 2 Formerly MV Alakai

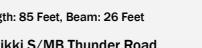
DRY CARGO & TANKERS

Dry Cargo



Length: 443 Feet, Beam: 59 Feet
Displacement: 9,295 Tons

T-AK 5603 SLNC Star



Length: 85 Feet, Beam: 26 Feet

T/B Rikki S/MB Thunder Road

Tankers



Length: 590-601 Feet, Beam: 106 Feet
Displacement: 55,000-62,174 Tons

T-AOT 5193 MT Empire State
T-AOT 5205 MT Evergreen State
T-AOT 5419 MT SLNC Goodwill
T-AOT 5439 MT Overseas Mykonos
T-AOT 5581 MT Allied Pacific
T-AOT 5582 MT Badlands Trader
T-AOT 5646 MT Everglades Trader



Length: 333-357 Feet, Beam: 52-64 Feet
Displacement: 9,16



Rear Adm. Benjamin R. Nicholson, prospective Commander, Military Sealift Command (MSC), right, renders a salute to Rear Adm. Kimberly Walz, acting Commander, Military Sealift Command, and assumes the role of commanding officer during MSC's assumption of command ceremony held on board USNS Robert F. Kennedy (T-AO 208) Nov. 13, 2025. The ceremony is a time-honored tradition that marked the moment a new commander formally takes charge of a unit in the absence of an outgoing commander. (U.S. Navy photo by Ryan Carter)



A YEAR OF TRANSITION, A FUTURE OF EXCELLENCE

As we close out the year and reflect on the achievements documented throughout this publication, I thank the leadership that paved the way for our success. I extend my sincere gratitude to Rear Adm. Philip Sobeck for his impactful leadership of MSC and years of dedicated service culminating in his well-deserved retirement. I also thank Rear Adm. Kimberly Walz, Acting Commander in October and November, whose steady hand ensured continuity and set the stage for the future. We wish them both the very best.

This year's review highlights the accomplishments under their guidance, showcasing your unwavering professionalism and commitment to mission success. Your work supporting contingency operations in the Red Sea, USNS Comfort's Continuing Promise 2025 mission, and your participation in various exercises exemplify the spirit that defines MSC. These achievements, among many others, demonstrate your vital contributions to the fleet, the Joint Force, and our allies around the globe.

As we look ahead, my focus is on building upon the strong foundation established by Rear Adm. Sobeck, including his Global Maritime Campaign Plan. Our team is working diligently to incorporate the successes of that plan with my vision for MSC, developing a comprehensive strategy that will guide our efforts in the coming years. This strategy will ensure we remain ready and responsive to the evolving needs of the Navy and our nation, leveraging the lessons learned and the triumphs achieved to propel us forward.

As a child growing up around the maritime industry, a graduate of the U.S. Merchant Marine Academy, and a career Navy Surface Warfare Officer this position brings me full circle. Taking command of MSC is truly a dream come true. I understand our critical role in supporting our Navy and our Nation's global missions. I also understand the current challenges within the U.S. maritime industry. I am honored to serve alongside such a talented and dedicated team of Mariners, Sailors, and Civilians, the heartbeat of MSC.

We face challenges, but I have absolute confidence in our ability to overcome them. Together, we will continue to provide unparalleled support to the fleet, ensuring our Sailors have what they need, when they need it, wherever they are.

We Deliver!

Heave Ho!
Sincerely,

RADM Benjamin R. Nicholson
Commander, Military Sealift Command

MILITARY SEALIFT COMMAND ATLANTIC

NORFOLK, VIRGINIA

Military Sealift Command Atlantic (MSCLANT) executes tactical and administrative control for all MSC ships in the Western Atlantic Ocean and Gulf of America and in both the Southern Atlantic and Eastern Pacific oceans surrounding Central and South America. MSCLANT develops schedules and provides all Combat Logistics Force (CLF), Service Support, Expeditionary Fast Transport (EPF), and Special Mission ships for Commanders, Task Force (CTF) 80 and 40 as well as Strategic Sealift ships for Combatant Commanders. Additionally, MSCLANT/CTG 80.83 deploys CLF support to U.S. 5th and 6th Fleets as independent deployers or in direct support for all carrier strike groups deploying from CTF 80.

During FY 2025, MSCLANT maintained daily oversight of approximately 49 ships, performing missions from CLF support to strategic sealift. MSC ships in the MSCLANT area of

operations loaded and discharged 4.2 million pounds of cargo and delivered more than 198 million gallons of petroleum products and more than 100 million pounds of net explosive weight of ordnance. MSCLANT CLF ships supported nine deployments, 10 major fleet exercises and three fleet ordnance moves.

The MSCLANT Force Protection (FP) unit had a productive year ensuring security during key naval operations. The unit oversaw eight Panama Canal transits and developed four In-port Security Plans for brief fuel stops. The FP team also completed significant anti-terrorism tasks by conducting 27 Antiterrorism Program Reviews and executing 261 Directed In-port Security Plans. Additionally, the unit managed all assessment requests through the Navy Criminal Investigative Service Multiple Threat Alert Center, submitting 13 port and 16 threat assessments.



Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG 79) heave a line during an underway replenishment-at-sea with the Henry J. Kaiser-class fleet replenishment oiler USNS Laramie (T-AO 203). (U.S. Navy photo by Mass Communication Specialist Seaman Jasmin L. Aquino)



Boatswain's Mate 2nd Class Joseph Luna, assigned to the San Antonio-class amphibious transport dock ship USS New York (LPD 21), signals to the line operator during an underway replenishment-at-sea with the Lewis and Clark-class dry cargo ship USNS Medgar Evers (T-AKE-13). (U.S. Navy photo by Mass Communication Specialist 2nd Class Jesse Turner)

OCTOBER 2024:

Upon its return to Hampton Roads, USNS Burlington remained in port until it transited to its long-term layberth in Philadelphia. During the same period, sister ships in the area were busy with their own missions. The USNS Apalachicola completed voyage repairs while the USNS Cody conducted multiple pier side training events for Naval Special Warfare units in preparation for its Final Contract Trials. Supporting the Naval Special Warfare Group training off the Virginia coast was the tug and supply vessel MV Gary Chouest. Later in the month, the vessel concluded its final guided missile cruiser tow for the year, delivering the ex-USS Leyte Gulf to the Navy Inactive Ships Office.

NOVEMBER:

Several U.S. Naval Service vessels on the East Coast performed distinct missions. Fleet replenishment oiler USNS John Lenthall provided support for a Submarine Commander's Course, while offshore supply vessel HOS Rosebud assisted with sea trials for the submarine USS Iowa (BB 61) and conducted special operations training. In the meantime, EPFs USNS Brunswick and Apalachicola were in port for maintenance, and Gary Chouest conducted a historic towing exercise with the new oiler USNS Oscar V. Peterson.

DECEMBER:

During a period of heightened activity, MSC vessels executed multiple key operations. While fleet replenishment

oiler USNS Laramie deployed to U.S. 6th Fleet, sister ship USNS Patuxent returned to Norfolk, concluding a 10-month deployment that delivered 12.9 million gallons of fuel and executed 86 underway replenishments. Concurrently, the dry cargo and ordnance ship USNS Medgar Evers returned from a four-and-a-half-month deployment supporting U.S. and coalition ships also in U.S. 6th Fleet. Separately, contract vessels provided specialized support, with Gary Chouest assisting Naval Special Warfare training and Rosebud completing sea trials for USS Texas (SSN 775).

JANUARY 2025:

The training and deployment schedule involved multiple vessels and commands.

Apalachicola remained under the Operational Control of Commander, 3rd Fleet, beginning the year at Joint Expeditionary Base Little Creek-Fort Story (JEBLC-FS). Gary Chouest, after an initial in-port period at JEBLC-FS, provided underway training for Special Warfare assets. Rosebud also contributed, conducting three days of underway training for Navy SEAL Teams. Meanwhile, Brunswick underwent a drydock period in the Boston Shipyard. Finally, expeditionary fast transport USNS Trenton completed its journey from European Command, arriving in Guantanamo Bay, Cuba, before proceeding to Port of Orange, Texas, for long-term lay berth.

FEBRUARY:

CLF and EPF vessels had a robust schedule. Dry cargo and ammunition ship USNS Robert E. Peary served as a training platform, providing crane operation training for 15 personnel from Navy Cargo Handling Battalion ONE. This mutually beneficial arrangement supports ordnance operations, where MSC often uses Navy Cargo Handling Battalion ONE (NCHB-1) personnel. On the East Coast, dry cargo and ammunition ship USNS William McLean supported the USS Truxtun (DDG 103) during a five-day sustainment exercise. Meanwhile, Apalachicola commenced with a Post Shakedown Availability (PSA) at Colonna's Shipyard, and Brunswick remained in drydock. For its outstanding performance during an eight-month deployment to U.S. Central Command, fleet replenishment oiler USNS Kanawha was awarded the Navy Unit Commendation ribbon. The award was given for the ship's successful actions against terrorist forces between October 2023 and May 2024.

MARCH:

Naval activities in March covered several key areas, including East Coast operations, vessel maintenance, and fleet awards. On the East Coast, Robert E. Peary and NCHB-1 offloaded 2,500 lifts of ordnance for USS George H.W. Bush (CVN 77). Robert E. Peary's sister ship, William McLean, supported the USS Gerald R. Ford (CVN 78) Strike Group's Composite Training Unit Exercise (COMPTUEX). In other vessel updates, Apalachicola remained in PSA while Brunswick completed its drydocking.



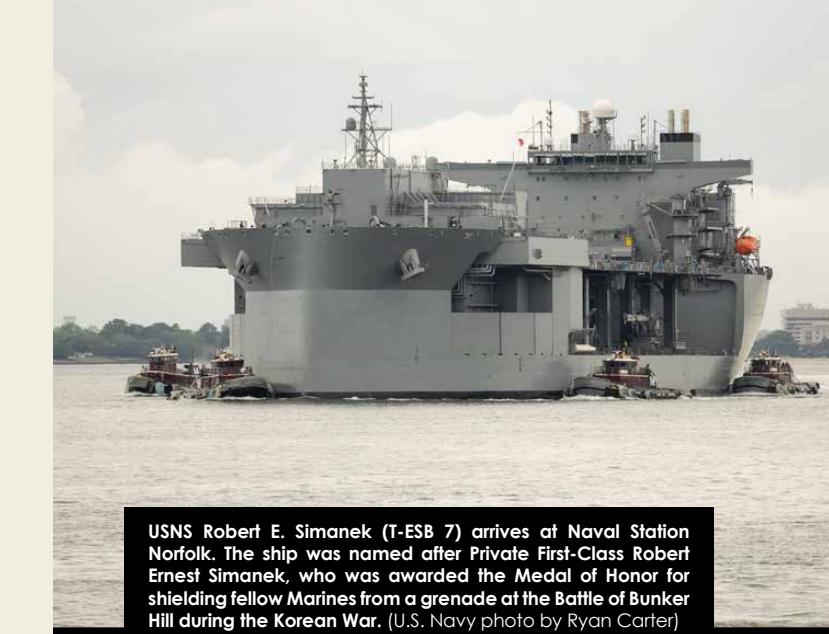
Civil Service Mariners who crew Military Sealift Command's fleet replenishment oiler USNS Kanawha (T-AO 196), after the ship was awarded the Navy Unit Commendation while the vessel was pier-side on Naval Station Norfolk. (U.S. Navy photo by Brian Suriani)

Additionally, routine research and inspections occurred, with MV Gary Chouest conducting routine United States Coast Guard inspections and Rosebud conducting routine upkeep. The reporting period concluded with two MSCLANT ships earning the Maritime Excellence Award: fleet replenishment oiler USNS Patuxent and fast combat support vessel USNS Supply.

APRIL:

Naval operations across several different vessel classes occurred in concert to support ongoing missions in the East Coast and beyond. CLF ships Robert E. Peary supported an ordnance onload for Gerald R. Ford and Supply supported Gerald R. Ford Strike Group's two-week COMPTUEX, while sister ship William McLean deployed overseas to U.S. 6th Fleet. Meanwhile, other vessels were engaged in varied tasks: Apalachicola underwent a PSA, Brunswick remained at JEBLC-FS, and Gary Chouest towed Mooring Training Ship (MTS) 635 from Norfolk Naval Shipyard to Puget Sound Naval Shipyard in Washington state.

USS Gerald R. Ford (CVN 78), back, prepares to maneuver into position alongside the fast combat support ship USNS Supply (T-AOE 6), middle, in preparation for an underway replenishment-at-sea with the Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80), left, in the Alboran Sea. (U.S. Navy photo by Mass Communication Specialist 1st Class Indra Beaufort)



USNS Robert E. Simanek (T-ESB 7) arrives at Naval Station Norfolk. The ship was named after Private First-Class Robert Ernest Simanek, who was awarded the Medal of Honor for shielding fellow Marines from a grenade at the Battle of Bunker Hill during the Korean War. (U.S. Navy photo by Ryan Carter)



USNS Gopher State (T-ACS 4) sails alongside the Arleigh Burke-class guided-missile destroyer USS Farragut (DDG 99) during a vertical launch system (VLS) rearmament evolution as part of Large Scale Global Exercise 2025. (U.S. Navy photo by Cmdr. Duane Case)

MAY:

MSCLANT oversaw a wide range of fleet activities, from humanitarian aid to logistical support. The hospital ship USNS Comfort began its 16th humanitarian mission, deploying to Central America, South America, and the Caribbean. U.S. military medical professionals worked with partner nations at various clinics, strengthening partnerships and improving medical readiness. Other notable movements included the new Lewis B. Puller-class expeditionary mobile base USNS Robert E. Simanek arriving at Naval Station Norfolk for the first time. The command also oversaw Supply's support for a training exercise and Gary Chouest's delivery of the MTS 635 to the Puget Sound Naval Shipyard.

JUNE:

MSCLANT completed a variety of support missions, including several major carriers and strike groups. In the Atlantic, Supply deployed to U.S. 6th Fleet to support the Gerald R. Ford Strike Group, offloading more than 2,000 lifts of ordnance. Following an eight-month deployment, fast combat support ship USNS Arctic returned to Naval Weapons Station Earle after providing crucial underway replenishment services for the Harry S. Truman Carrier Strike Group in the Middle East and Mediterranean. Other vessels also provided critical training support, including Robert E. Peary for the George H.W. Bush exercise and the fleet replenishment oiler USNS Joshua

Humphreys for the USS Iwo Jima (LHD 7) Amphibious Squadron's training.

JULY:

Supporting a variety of missions – including handling ordnance, assisting with deployments, participating in large-scale exercises, and serving as testing platforms – MSCLANT ships demonstrated their broad capabilities. Robert E. Peary completed 50 vertical replenishments to offload ordnance from Iwo Jima, in addition to conducting offloads for the Harry S. Truman and onloads for George H.W. Bush. This high operational tempo continued elsewhere, with Joshua Humphreys deploying to the U.S. 6th Fleet and further underscoring the wide-ranging support provided by MSC vessels.

Apalachicola and Brunswick departed JEBLC-FS and are now at Fairlead Shipyard for a long-term lay berth before transitioning to Force Generation Risk Reduction (FGRR) status. Rosebud assisted with navigation system testing and was used as a training platform for Navy SEALs. It has since deployed to the Caribbean to support the Naval Research Lab. The crane ship SS Gopher State participated in Large Scale Exercise 25 alongside the destroyer USS Farragut (DDG 99). During the exercise, Gopher State personnel and members of NCHB-1 tested new reloading concepts for the Vertical Launch System using Farragut.

AUGUST:

USNS Robert F. Kennedy, a John Lewis-class fleet replenishment oiler, arrived at Naval Station Norfolk. The ship's arrival is a significant milestone that boosts the fleet's capability to deliver fuel and supplies to Navy carrier strike groups while underway at sea. In other fleet news, three ships returned to Norfolk after completing successful deployments. Laramie concluded its U.S. 6th Fleet deployment, during which its crew executed 77 replenishment services with 50 U.S. Navy and 15 coalition ships. Joshua Humphreys was redirected from its U.S. 6th Fleet deployment and has since moved on to a new mission within the U.S. 4th Fleet. Additionally, Comfort returned from its Continuing Promise 2025 mission.

SEPTEMBER:

During a period of heightened readiness, MSC vessels were deployed across multiple theaters to support naval operations. Joshua Humphreys provided extensive logistical support for counter-narcotics operations in the Southern Command Area of Operations, transferring over 350 pallets of cargo and 2 million gallons of fuel. At the same time, demonstrating the fleet's broad reach, fleet replenishment oiler USNS Leroy Grumman was active in the East Coast operating area, supporting the U.S. 4th Fleet during Exercise UNITAS, the world's longest-running multinational maritime exercise.

MILITARY SEALIFT COMMAND PACIFIC

SAN DIEGO, CALIFORNIA

Military Sealift Command Pacific (MSCPAC) exercises tactical control over Military Sealift Command (MSC) ships in the U.S. 3rd Fleet area of operations in the Eastern Pacific from the U.S. West Coast to the international date line and during a limited number of operations across the international date line. During FY 2025, MSCPAC ships delivered fuel, food, supplies and ammunition to U.S. Navy ships, performed a variety of special missions, and transported vital military cargo to and from U.S. and allied nations.

OCTOBER 2024:

MSCPAC bid fair winds and following seas to fleet replenishment oiler USNS Pecos as it made its last departure from the San Diego Bay. The ship conducted its final mission in the Pacific area of operation earlier in the month before arriving in San Diego for the last time. Following a ceremony onboard the ship, where the MSCPAC commander recognized the long career of the Ship's Master as well as the outstanding professionalism and mission support by the crew, Pecos transited to the East Coast, where it was inactivated and removed from service.

NOVEMBER:

Former Secretary of the Navy Carlos Del Toro joined employees of MSCPAC and General Dynamics NASSCO of San Diego to celebrate the keel certification of MSC's newest ship, fleet replenishment oiler USNS Thurgood Marshall at the NASSCO shipyard in San Diego. The time-honored tradition of the keel laying and certification marks the official start of construction of the ship. Part of the tradition included the sponsors, Melonic Tibbs, Alissa Kamens Marshall and Cecilia Marshall, granddaughters of Thurgood Marshall, welding their initials into the keel plate of the new ship.

DECEMBER:

Fleet replenishment oiler USNS Robert F. Kennedy was delivered to MSC. The ship honors Robert F. Kennedy, an American lawyer and politician who served as the 64th United States Attorney General from January 1961 to September 1964, and is the fourth ship in the John Lewis-class. This class of oilers has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry stores cargo and replaces the current Kaiser-class fleet replenishment oilers as they age out of the MSC fleet.

Navy Reservists from MSCPAC's Expeditionary Port Unit (EPU) kicked off the Operation Deep Freeze (ODF) 2025 resupply mission to McMurdo Station, Antarctica, by conducting cargo operations in Port Hueneme, California. The team oversaw the loadout of supplies and equipment aboard the MSC-chartered ship MV Ocean Giant in preparation for delivery to the remote Antarctic outpost. Serving as liaisons between Ocean Giant's crew and MSC, the EPU team oversaw the loadout of 327 pieces of cargo, consisting of containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and mobile office units; supplies needed for a year of operations at the station.



In addition to the containers of cargo, 24-foot sections that made up a 65-ton floating Modular Causeway System were also loaded. The causeway replaced the traditionally used ice-pier that was severely damaged and unusable.

ODF is a joint service, on-going Defense Support to Civilian Authorities mission in support of the National Science Foundation, the lead agency for the United States Antarctic Program. ODF operates from two primary locations situated at Christchurch, New Zealand, and McMurdo Station, Antarctica. MSC-chartered ships have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.

JANUARY 2025:

MV Ocean Gladiator, the second MSC chartered ship, completed cargo operations and departed Port Hueneme, to support ODF. The 560-foot Ocean Gladiator conducted the loadout of 255 pieces of cargo that included containers packed with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, for delivery to McMurdo Station. Throughout the mission, eight members of MSCPAC EPU oversaw the loadout, serving as liaisons between Ocean Gladiator's crew, stevedores and MSC.

FEBRUARY:

The two MSC-chartered ships arrived in Antarctica and conducted cargo offload operations in support of ODF.

Ocean Giant arrived at McMurdo Station and began the assembly and offload of a floating Modular Causeway System. Once the causeway was assembled and moved into place, Ocean Giant was able to moor and conduct cargo operations in conjunction with members of Navy Cargo Handling Battalion ONE (NCHB-1). Following Ocean Giant's departure, Ocean Gladiator arrived at McMurdo Station, where it was met by members of NCHB-1 and began conducting its offload. The ship was then loaded with 149 containers of retrograde cargo for transportation off the continent. This included trash and recyclable materials for disposal and equipment no longer required on the station, as well as the 65-ton, 24-foot piece Modular Causeway System. Ocean Gladiator was also loaded with ice core samples that were stored aboard the ship in a sub-zero freezer for delivery to the United States for scientific study.

Fleet replenishment oiler USNS Henry J. Kaiser provided logistics services to the ships of the USS Nimitz (CVN 68) carrier strike group as they conducted routine, pre-deployment training in the U.S. 3rd Fleet area of operations. Henry J. Kaiser, and the Peruvian replenishment vessel BAP Tacna (ARL-158) delivered nearly 5 million gallons of diesel ship fuel and approximately 3 million gallons of JP5 aviation fuel. In addition to fuel, the ships transferred 281 pallets of stores that included food, repair parts, mail and comfort items for the ship stores.

The Arleigh Burke-class guided-missile destroyer USS Fitzgerald (DDG 62) conducts an underway replenishment with the fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) in the Pacific Ocean. (U.S. Navy photo by Mass Communication Specialist 1st Class Jesse Monford)



MARCH:

Ocean Giant and Ocean Gladiator arrived in Port Hueneme and conducted cargo offload operations of retrograde materials and the Antarctica ice core samples, marking the end of MSC's support to ODF 2025.

MSC's newest expeditionary sea base USNS Robert E. Simanek departed San Diego enroute to its new home on the East Coast. The 785-foot ship honors Private 1st Class Robert E. Simanek, a United States Marine who was awarded the Medal of Honor for his actions during the Korean War at Outpost Irene, Korea. Built and christened at the General Dynamics NASSCO shipyard in San Diego, Simanek is the seventh ship in the expeditionary mobile base platform build for MSC, and the third expeditionary staging base model.

Fleet replenishment oiler USNS John Lewis became the first ship in the new John Lewis class to conduct a fleet task under Commander, U.S. 3rd Fleet by refueling the U.S. Navy guided-missile destroyer USS Mustin (DDG 89) off the coast of Southern California. Certified "Ready for Tasking," John Lewis

MT Empire State and U.S. Navy amphibious assault ship USS Tripoli (LPH 10) conducted the first Consolidated Replenishment-at-Sea (CONSOL). (U.S. Navy photo)



departed San Diego for its first deployment with the Nimitz Carrier Strike Group two weeks later, providing logistics services while operating in the Indo-Pacific.

APRIL:

MSC's newest fleet replenishment oiler USNS Sojourner Truth was christened during a ceremony at the General Dynamics NASSCO shipyard in San Diego. The ship honors Sojourner Truth, an escaped slave who became an American abolitionist, civil rights activist and alcohol temperance advocate.

MAY:

MSC's chartered motor tanker MT Empire State and U.S. Navy amphibious assault ship USS Tripoli (LPH 10) conducted the first Consolidated Replenishment-at-Sea (CONSOL) between the two ships with Empire State delivering 107 thousand gallons of F-76 diesel ship fuel to Tripoli. The ability to take fuel from a tanker like Empire State allows ships to stay at sea to refuel rather than to come into a commercial fuel pier in port. The concept was developed to keep U.S. ships out of foreign ports during times of conflict.

MT Empire State and U.S. Navy amphibious assault ship USS Tripoli (LPH 10) conducted the first Consolidated Replenishment-at-Sea (CONSOL). (U.S. Navy photo)



M/V Ocean Gladiator sits moored at NSF McMurdo Station in Winter Quarters Bay during Operation Deep Freeze. (U.S. Coast Guard photo by Petty Officer 2nd Class Briana Carter)

JUNE:

Dry cargo and ammunition ship USNS Washington Chambers departed Hawaii for deployment to the U.S. 7th Fleet's area of operation. While on deployment, Washington Chambers provided logistics services to the ships operating in the Indo-Pacific region.

JULY:

Hospital ship USNS Mercy departed San Diego for an extended maintenance period on the East Coast that began at the Alabama Shipyard in Mobile, Alabama.

Robert F. Kennedy departed San Diego for its new lay berth on the East Coast.

The ship was delivered to MSC in 2024, and underwent testing, evaluation, certification and maintenance in San Diego prior to being delivered to the fleet for tasking.

AUGUST:

Fleet replenishment oiler USNS Guadalupe returned to San Diego following a deployment to the U.S. Navy's 5th and 7th Fleet's areas of operation. While on deployment, Guadalupe provided logistics support to the ships of the United States Navy's USS Carl Vinson (CVN 70) and Nimitz carrier strike groups, as well as the British Royal Navy's HMS Prince of Wales (R09)

carrier strike group. Over the course of the deployment, Guadalupe traveled nearly 30,000 nautical miles, delivering 30 million gallons of diesel ship and aviation fuel, and 800 pallets of dry stores through 33 underway replenishment-at-sea evolutions.

MSCPAC welcomed its new Commander, Capt. Dustin Lonero. Lonero assumed command from Capt. Micah Murphy, who served as Commander of MSCPAC since 2023. Lonero joined the MSC team following a position as the commanding officer for Surface Combat Systems Training Command Littoral Combat Ship Training Facility.



Boatswain's Mate Seaman Jason Barkley, left, signals to dry cargo/ammunition ship USNS Washington Chambers (T-AKE 11), during an underway replenishment-at-sea aboard amphibious assault carrier USS Tripoli (LHA 7). (U.S. Navy photo by Mass Communication Specialist 1st Class Danian C. Douglas)



U.S. Sailors receive supplies at an underway replenishment station aboard guided-missile destroyer USS Milius (DDG 69) during an underway replenishment-at-sea with the Henry J. Kaiser-class fleet replenishment oiler USNS Guadalupe (T-AO 200) in the U.S. Central Command area of responsibility. (U.S. Navy photo)

MILITARY SEALIFT COMMAND EUROPE & AFRICA

NAPLES, ITALY

Military Sealift Command Europe and Africa (MSCEURAF) directs ships that support U.S. European Command, U.S. Africa Command and U.S. Transportation Command. The MSCEURAF staff also supports Commander, Task Force 63 (CTF 63) under U.S. 6th Fleet. MSCEURAF supports ships deployed to or transiting through the region to conduct combat logistics, theater security cooperation, oceanographic survey, rescue and salvage, maritime prepositioning and sealift operations.

During FY 2025, MSCEURAF coordinated sustainment operations between six MSC vessels and 45 U.S. Navy and partner nation ships in the U.S. European Command and U.S. Africa Command areas of responsibility. Ships from MSCEURAF participated in numerous exercises in support of U.S. Navy, Department of War and NATO allies and partners throughout Europe and Africa, including Baltic Operations (BALTOPS) in the high north as well as At-Sea Demonstration/ Formidable Shield 25, led by U.S. Naval Forces Europe-Africa and U.S. 6th Fleet and executed by Naval Striking and Support Forces NATO (STRIKFORNATO) and Dynamic Messenger/ Robotic Experimentation and Prototyping with Maritime Unmanned Systems (REPMUS) 2025, directed by NATO's Allied Maritime Command.

Combat Logistics Force (CLF) ships delivered over 9,000 pallets, transferred 115 passengers and provided nearly 37.5 million gallons of fuel to U.S. Navy and allied partnerships over more than 190 replenishments at sea. More than one third of these fueling evolutions were in support of our partner nations in Spain, France, Germany, Italy, Norway, Portugal, Turkey, Greece and the United Kingdom.

MSCEURAF's Navy Reserve Expeditionary Port Unit (EPU) successfully supported 14 unique missions across eight European Command ports in Germany, Greece, Poland, Denmark and Spain. EPU teams facilitated the movement of 7,131 pieces of equipment in support of the U.S. Army's Surface Deployment and Distribution Command, covering 1,108 Annual Training days.

Additionally, the MSCEURAF team and regional shipyard partners completed \$32 million in maintenance evolutions including one Regular Overhaul Dry Dock, two Mid-Term Availabilitys and nine Voyage Repair periods. Additionally, the team rectified 27 emergent Casualty Reports and placed the expeditionary mobile base USS Lewis B. Puller in a lay berth status under Force Generation Risk Reduction.



The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75), left, conducts an underway replenishment-at-sea with the fast combat support ship USNS Arctic (T-AOE 8) in the U.S. Central Command area of responsibility. (Official U.S. Navy photo)

OCTOBER 2024:

The fast combat support ship USNS Arctic and the dry cargo / ammunition ship USNS Medgar Evers combined to complete 32 underway replenishment-at-sea events, providing nearly 6.5 million gallons of fuel and 2,280 pallets of cargo to ships from the United States Navy as well as NATO allies from Spain, France, United Kingdom, Italy, Portugal and Norway.

NOVEMBER:

MSC's contracted vessel, Stena Polaris, conducted a consolidated cargo operations (CONSOL) evolution with the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). The evolution demonstrated MSC's varied capabilities to keep U.S. Naval Forces Europe-Africa/U.S. 6th Fleet units fueled at sea.



The crude oil tanker Stena Polaris sails alongside the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) during an underway replenishment-at-sea, USS Harry S. Truman. (U.S. Navy photo by Mass Communication Specialist 3rd Class Logan Nystrand)

relieved Capt. Matthew Kiser, assuming duties as the ship's commanding officer.

Mount Whitney, homeported in Gaeta, Italy, maintains a blended crew of active duty Sailors and Military Sealift Command Civil Service Mariners.

DECEMBER:

MV Sagamore called on the EUROGATE Container Terminal in Wilhelmshaven, Germany, marking the first time the northern German container port supported a U.S. Transportation Command directed cargo mission since 2018. On hand to observe the evolution were Capt. Todd B. Penrod, Commander, Military Sealift Command Europe and Africa and U.S. Army Lt. Col. James Acevedo, Battalion Commander, 838th Transportation Command. This movement provided an opportunity to identify infrastructure, processes, and procedures that can be improved upon to enhance military mobility in the European Theater.

JANUARY 2025:

USS Mount Whitney held a change of command where Capt. Colin Price

MSCEURAF staff visited two ships undergoing maintenance in the Viktor Lenac shipyard in Rijeka, Croatia. MSCEURAF Commander, Capt. Todd B. Penrod toured Lewis B. Puller and the oceanographic survey ship USNS Bruce C. Heezen during the visit. Aboard Puller, Penrod presented members of the crew with awards recognizing their efforts during the recent Board of Inspection and Survey (INSURV). This INSURV period was the first inspection undertaken by the ship as well as the first INSURV for an ESB class vessel.



The U.S. Navy's Military Sealift Command contracted vessel, MV Sagamore approaches the pier at EUROGATE Container Terminal in Wilhelmshaven, Germany. (U.S. Navy photo by Ben Farone)

MARCH:

The fleet replenishment oiler USNS Laramie conducted an underway replenishment-at-sea with the French frigate AS Aquitaine, providing the NATO ally ship with more than 80,000 gallons of fuel. USNS Patuxent was awarded the Maritime Excellence (Maritime "E") award in part for the ship's efforts in the U.S. 6th Fleet area of responsibility. The award recognizes ships that achieve the highest degree of operational readiness, performance, reliability, and safety during the calendar year.

APRIL:

Lewis B. Puller visited Cape Town, South Africa, for a scheduled port visit April 4, 2025, to resupply fuel and food. The U.S. shares a common interest with African partner nations in ensuring security, safety, and freedom of navigation in the waters surrounding the continent.

Mount Whitney visited Libya for scheduled port visits, April 20-21, in support of enduring U.S.-Libya cooperation and regional security. While in Libya, Mount Whitney called on both Tripoli and Benghazi for key engagements with leaders from across the country. As the flagship of U.S. 6th Fleet, Mount Whitney plays a key role in maritime security and cooperation throughout the Mediterranean and African theaters. These visits underscored the United States' commitment to a unified, stable, and sovereign Libya through military-to-military engagements and diplomatic outreach.

MAY:

USNS William McLean participated alongside ships from 10 Allied nations in At-Sea Demonstration/Formidable Shield 25, led by U.S. Naval Forces Europe-Africa and U.S. 6th Fleet and executed by Naval Striking and Support Forces NATO - STRIKFORNATO, in the North and Norwegian Seas and North Atlantic Ocean. The exercise is designed to enhance Allied interoperability in a joint, live-fire, Integrated Air and Missile Defense environment using NATO command and control reporting structures.

JUNE:

USS Mount Whitney and USNS William McLean were counted among 40 ships, 25 aircraft and 9,000 personnel from 16 NATO countries for the 54th iteration of Baltic Operations (BALTOPS). The exercise provided NATO allies with a unique opportunity to train together, strengthen interoperability and demonstrate collective readiness to defend the Alliance and preserve freedom of navigation in the region. During BALTOPS, a Polish Special Operations Squadron completed a Deck Landing Qualification aboard Mount Whitney, conducting multiple landings and takeoffs in an MI-17 helicopter from Mount Whitney's flight deck. Additionally, Mount Whitney conducted an underway replenishment-at-sea with the German Navy Berlin-class replenishment ship Frankfurt am Main (A1412).

JULY:

The fast combat support ship USNS Supply transited the Strait of Gibraltar alongside the Spanish Armada Santa Maria-class ESPS Canarias (F86) and ships from the Gerald R. Ford Carrier Strike Group. Following the transit, the group integrated with the Italian Navy frigate ITS Spartaco Schergat (F598). "ITS Spartaco Schergat is eager to cooperate with the Gerald R. Ford Carrier Strike Group," said Cmdr. Michele Spada, commanding officer of Spartaco Schergat. "Interoperability activities between our units will result in an extraordinary exchange of experiences, allowing for deeper mutual understanding and strengthened trust between our crews. This strengthens both individual skills and our ability to operate as one."

Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG 79) heave a fuel probe during an underway replenishment-at-sea with the Henry J. Kaiser-class fleet replenishment oiler USNS Laramie (T-AO 203). (U.S. Navy photo by Mass Communication Specialist Seaman Jasmin L. Aquino)

**AUGUST:**

The fleet replenishment oiler USNS Laramie returned to Naval Station Norfolk after completing a deployment in the U.S. 6th Fleet. During the eight-month deployment, USNS Laramie successfully executed 77 replenishment services to 50 U.S. Navy ships and 15 NATO and partner nation ships.

SEPTEMBER:

The fleet ocean tug MV Gary Chouest participated alongside submarines from the U.S. and Portuguese navies during exercise Dynamic Messenger/REPMUS 2025 in the waters near Portugal. Led by NATO's Allied Maritime Command, Dynamic Messenger consists of a series of operational experimentation exercises and demonstrations aimed at accelerating new military technology to maintain and enhance the operational and technological advantage of the Alliance. Operating in tandem with Dynamic Messenger, REPMUS is a Portuguese-led experimentation exercise that focuses on maritime unmanned systems experimentation, capability development and interoperability.



MILITARY SEALIFT COMMAND CENTRAL

MANAMA, BAHRAIN

Military Sealift Command Central (MSCCENT) represents Military Sealift Command (MSC) interests in the Central Command area of responsibility including the Arabian Gulf, Arabian Sea, Gulf of Oman, Horn of Africa, Gulf of Aden, and the Red Sea. Commander, MSCCENT is dual-hatted as Commander, Logistics Forces U.S. Naval Forces Central Command and exercises tactical command of U.S. 5th Fleet air and sea logistics assets. MSCCENT provides special mission support and maritime services to meet U.S. Central Command requirements. Specifically, Commander, Task Force (CTF) 53 provides reliable and efficient at-sea combat logistics to ensure free flow of commerce through nearly 2.5 million square miles of water area and three major maritime chokepoints.

During FY 2025, Combat Logistics Force (CLF) vessels delivered thousands of pallets of stores, supplies, ammunition, and transferred more than 85 million gallons of petroleum products directly to U.S. Navy and partner nation ships and distribution depots across the region.

OCTOBER 2024:

Dry cargo and ammunition ship USNS Amelia Earhart provided continuous CLF support in the Arabian Sea and Gulf of Oman

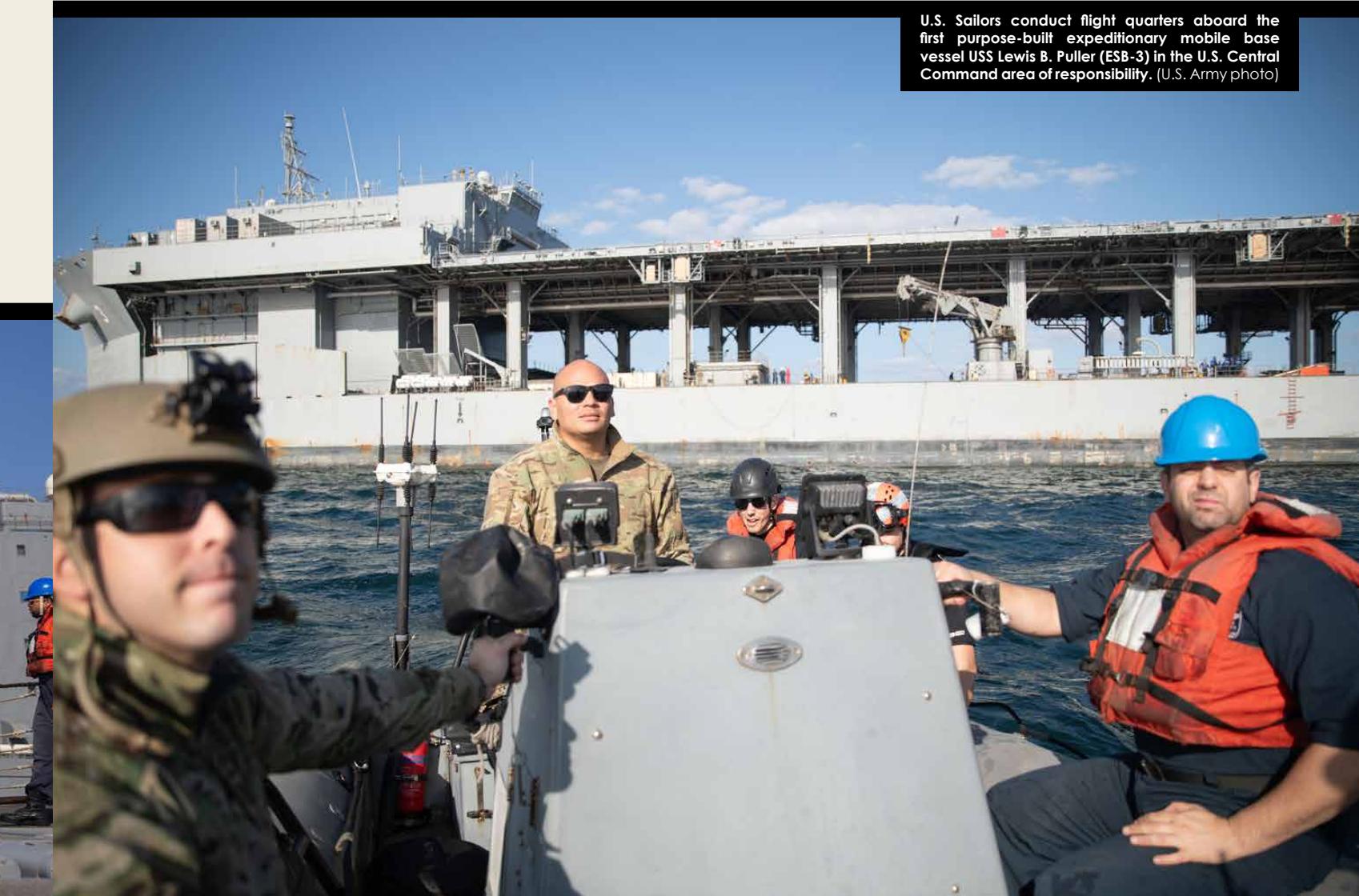
to surface combatants. Ship support totaled 3.1 million gallons of fuel and 3,186 pallets of provisions and supplies. Fleet replenishment oiler USNS Rappahannock arrived to U.S. 5th Fleet in mid-October, and provided CLF support alongside Amelia Earhart in the Arabian Sea.

MSC-chartered tanker MT Overseas Mykonos provided CONSOL support for the USS Abraham Lincoln (CVN 72) Carrier Strike Group (CSG). The vessel conducted multiple fuel loads in Fujairah, UAE between the months of October to November. Upon completion of the CONSOL contract, the vessel returned to U.S. 7th Fleet. Expeditionary sea base USS Lewis B. Puller supported U.S. 5th Fleet missions in the Arabian Sea.

NOVEMBER:

Rappahannock departed Duqm after a vessel repair period and provided CLF support to the Abraham Lincoln CSG before departing U.S. 5th Fleet. Rappahannock provided 2.5 million gallons of fuel and 438 pallets of provisions and supplies. Amelia Earhart continued to provide CLF support throughout the month of November in the Arabian Sea.

U.S. Sailors conduct flight quarters aboard the first purpose-built expeditionary mobile base vessel USS Lewis B. Puller (ESB-3) in the U.S. Central Command area of responsibility. (U.S. Army photo)



DECEMBER:

USS Harry S. Truman (CVN 75) CSG arrived in U.S. 5th Fleet along with the fast-combat support ship USNS Arctic. Arctic took over as the main CLF vessel while Amelia Earhart was in a vessel repair period in Jebel-Ali for operations readiness. Arctic's ship support totaled 25.4 million gallons of fuel and 7,131 pallets of provisions, supplies and mail. MSC-contracted ship MT Stena Polaris provided fuel resupply and CONSOL support in the AOR.

JANUARY 2025:

Arctic continued as the main CLF vessel in the Red Sea while dry cargo and ammunition ships USNS Alan Shepard and Amelia Earhart continued with their vessel repairs for operational readiness. Arctic provided logistical support to the Harry S. Truman CSG during operations against the Houthis in the Southern Red Sea. MSC-chartered ship MT Shenandoah Trader arrived in the AOR and provided CONSOL support for the Harry S. Truman CSG. Oceanographic survey ship USNS Marie Tharp provided support to U.S. 5th Fleet operations. Lewis B. Puller conducted deck landing qualifications with the helo department onboard prior to departing U.S. 5th Fleet.

FEBRUARY:

Amelia Earhart completed the vessel repair period and proceeded to provide CLF support in the Arabian Sea, while Arctic

continued CLF support in the Red Sea. Shenandoah Trader departed the AOR to load fuel and returned at the end of February to continue CONSOL support for the Harry S. Truman CSG.

MARCH:

Arctic provided CLF support to the Harry S. Truman CSG in the Red Sea, as operations against the Houthis continued. Alan Shepard had U.S. Coast Guard inspections in Jebel-Ali to ensure operational readiness. Amelia Earhart loaded ammo in Bahrain for mission support in the AOR. Shenandoah Trader successfully completed CONSOL operations in the Red Sea before departing U.S. 5th Fleet. Marie Tharp also departed the AOR.

APRIL:

Overseas Mykonos returned to conduct CONSOL operations. Harry S. Truman CSG conducted a turnover with the USS Carl Vinson (CVN 70) CSG. Arctic continued as the main CLF vessel in the Red Sea. Fleet replenishment oiler USNS Guadalupe arrived and provided CLF support in the Arabian Sea. Amelia Earhart provided secondary CLF support in the Arabian Sea as the vessel completed mandatory maintenance and repairs in Duqm. Dry cargo and ammunition ship USNS Cesar Chavez arrived to provide further CLF support in the region, and prepare for turnover with Amelia Earhart.

An MH-60S Sea Hawk helicopter, attached to Helicopter Sea Combat Squadron (HSC) 11, retrieves ordnance from the fast combat support ship USNS Arctic (T-AOE 8) during an underway replenishment-at-sea with the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) in the U.S. Central Command area of responsibility. (U.S. Navy photo)



U.S. Sailors heave a span wire from the Arleigh Burke-class guided-missile destroyer USS Sutcliffe Higbee (DDG 123) during an underway replenishment-at-sea with the Lewis and Clark-class dry cargo and ammunition ship USNS Cesar Chavez (T-AKE 14) in the U.S. Central Command area of responsibility. (Official U.S. Navy photo)

MAY:

Arctic departed U.S. 5th Fleet with the Harry S. Truman CSG. Guadalupe, Amelia Earhart and Cesar Chavez provided CLF support for the Carl Vinson CSG in the Arabian Sea. Alan Shepard returned to U.S. 7th Fleet.

JUNE:

Amelia Earhart conducted turnover with Cesar Chavez as ammo support vessel. USS Nimitz (CVN 68) CSG arrived in theater to support operations during the 12-day War between Israel and Iran. Guadalupe continued as the main CLF vessel in the Arabian Sea. Fleet replenishment oiler USNS John Lewis arrived to support the CSG. Overseas Mykonos conducted CONSOL ops with Guadalupe. MSC-contracted ship MT TORM Timothy moved fuel in theater.

JULY:

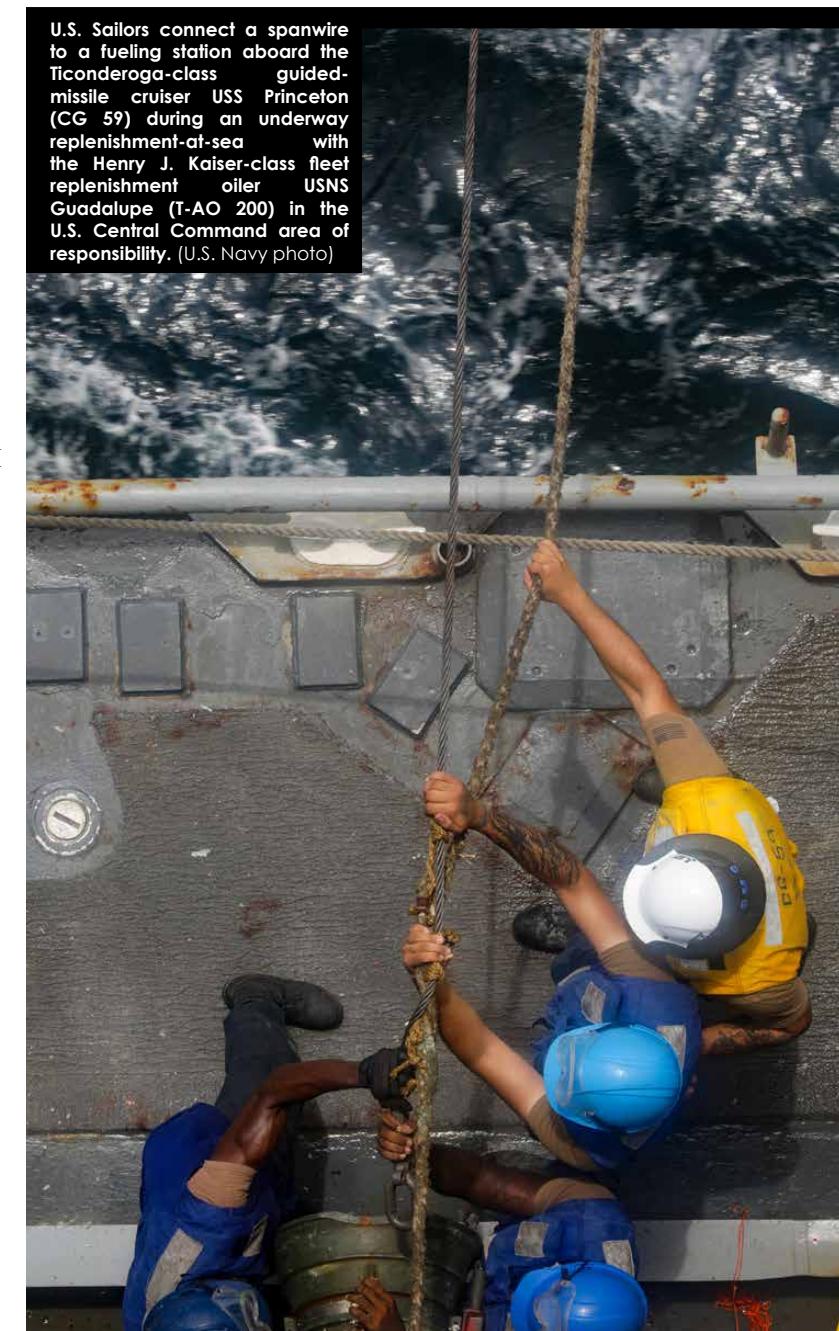
USS Nimitz took over as CSG and Guadalupe returned to U.S. 7th Fleet. Cesar Chavez and John Lewis conducted CLF support in the Arabian Sea. Amelia Earhart departed. Overseas Mykonos completed contract as CONSOL tanker, and MSC-contracted ship MT SLNC Goodwill took over for CONSOL Ops in the theater, conducting multiple CONSOLS with John Lewis and Cesar Chavez.

AUGUST:

Cesar Chavez and John Lewis conducted CLF operations in the Gulf of Oman. John Lewis departed U.S. 5th Fleet. SLNC Goodwill moves fuel and CONSOLs in theater.

SEPTEMBER:

Cesar Chavez became the main CLF vessel. SLNC Goodwill, TORM Timothy, and MSC-chartered ship MT SL Hawaii move fuel in theater. MSC-chartered MV SLNC Severn and MV Liberty Power provided munitions and equipment to CENTCOM. Fleet ocean tug USNS Catawba conducted maintenance and repairs to prepare for departure from the AOR.



MILITARY SEALIFT COMMAND FAR EAST

SINGAPORE

Military Sealift Command Far East (MSCFE) exercises administrative control over ships that support U.S. Indo-Pacific Command, U.S. Transportation Command and U.S. 7th Fleet. MSCFE is co-located with Commander, Logistics Group, Western Pacific, and Task Force 73 at Sembawang Wharves in Singapore. MSCFE ensures that ships operating in the Indo-Pacific region are manned, trained and equipped to deliver essential supplies, fuel, cargo and equipment to warfighters, conducting unique missions at sea and on shore. Ships that make up Maritime Prepositioning Ship Squadrons Two and Three ensure essential equipment and supplies are strategically prepositioned to facilitate rapid availability of these items to U.S. forces deployed throughout the Indo-Pacific region.

During FY 2025, MSCFE maintained daily oversight of approximately 50 ships, performing missions from Combat Logistics Force (CLF) support to strategic sealift. MSC ships in the MSCFE area of operations loaded and discharged 5 million pounds of cargo and delivered more than 1.8 billion gallons of petroleum products

and more than 12 million pounds of net explosive weight (NEW) of ordnance.

MSCFE CLF ships supported four Carrier Strike Groups deployments, five major fleet exercises and 120 fleet ordnance moves. This included the loading of more than 47,000 pallets of food, repair parts, and other materials for vessels performing replenishments-at-sea for multiple fleet exercises and deployments. The Combat Logistics Officer ensured the safe and efficient on/off-loading of more than 6,000 pallets and containers of ordnance, weighing more than 12 million pounds of NEW, and coordinated the transport of 1.8 billion gallons of diesel marine fuel and JP-5 aviation fuel.

Additionally, MSCFE led Commander, Pacific Fleet's 2024 extended Class I Push Resupply exercise. The exercise supported several firsts for Pacific Fleet push logistics including incorporation of Push Pack loadouts in the Philippines and in Korea, implementation onboard Amphibious Ready Group assets USS Harpers Ferry (LSD 49) and USS Boxer (LHD 4), and inclusion of T-AO class

vessels as 9M Cargo Push Pack delivery platforms.

OCTOBER 2024:

As part of the eighth iteration of Exercise Sama Sama 2024, MSCFE participated in refueling-at-sea familiarization training aboard the Philippine Navy (PN) frigate BRP Jose Rizal (FF 150), at Subic Bay, Philippines. MSCFE provided subject matter expert instruction for the refueling-at-sea familiarization training, along with members attached to Commander, Destroyer Squadron 7, out of Singapore.

NOVEMBER:

Sailors from Navy Reserve MSCFE Headquarters conducted Tactical Combat Casualty Care (TCCC) training as part of their four-day, all-hands drill weekend at Navy Reserve Center St. Louis. The TCCC course teaches Sailors life-saving techniques and strategies to treat combat casualties and reduce casualties onboard the ship and on the battlefield. The interactive training provides Sailors hands-on, realistic scenarios in administering first aid to casualties in the event of an active shooter or battlefield skirmish.



An AH-64 Apache heavy attack helicopter is discharged from Military Sealift Command (MSC) chartered Motor Vessel Cape Henry (T-AKR 5067) at the pier in Sattahip, Thailand. (U.S. Navy photo by Grady T. Fontana)

DECEMBER:

Civil Service Mariners (CIVMARs) assigned to dry cargo and ammunition ship USNS Charles Drew participated in a community outreach event at a school for the Aeta indigenous people of the Philippines in Subic during a routine visit to the Philippines. During the event, about 40 CIVMARs handed out donated items, performed minor school projects, and played games with the students of the Aningway-Sacatihan Elementary School Annex/High School in the Aeta Village Center in Subic Bay, which is in the province of Zambales, a mountainous region about 50 miles northwest of Manila.

JANUARY 2025:

MT Badlands Trader conducted a consolidated cargo operations (CONSOL) with French replenishment tanker BRF Jacques Chevallier in the U.S. 7th Fleet area of operations. The successful operation highlighted the close coordination between the U.S. Navy and our allies and partners, ensuring our combined forces remain supplied, ready, and committed to promoting peace and stability throughout the Indo-Pacific.

FEBRUARY:

MSC's chartered roll-on/roll-off cargo ship MV Cape Henry continued its voyage through the Pacific and arrived at Sattahip, Thailand, to offload equipment in support of Joint Exercise Cobra Gold 2025. Thailand was the ship's first point of discharge at the ports of Toong Prong and Sattahip, and the ship offloaded approximately 255 cargo items and containers. Cape Henry departed Thailand and journeyed to its next port to offload more equipment in support of other missions.

MARCH:

Dry cargo ship USNS Wally Schirra completed a seven-month regular overhaul (ROH) at Hanwha Ocean, Gyeongsangnam-do, Republic of Korea. The ROH marks the first time that a Republic of Korea shipyard bid on and won an ROH contract of this scale for an MSC vessel.



Military Sealift Command's Lewis and Clark-class dry cargo ship USNS Wally Schirra (T-AKE 8) departs Hanwha Ocean shipyard after a seven-month overhaul at Gyeongsangnam-do, Republic of Korea. (U.S. Navy photo)



The United States and the Republic of Korea concluded Exercise Freedom Shield 25 enhancing combined readiness, strengthening the Alliance's defense posture, and demonstrating the ability to

deter and, if necessary, defeat any adversary. MSCO Korea had six Reservists to support Freedom Shield Exercise, providing support by standing watch at the Combined Seaport Coordination Center.

APRIL:

A team of MSC Reservists from various location in the U.S. was at the New Container Terminal in Subic Bay, Philippines, to offload equipment in support of exercise Balikatan 2025. The team offloaded Cape Henry, which was conducting Operation Pathways, an overarching umbrella that supports the deployment and redeployment of equipment coming from the U.S. to support several bilateral and multilateral training events throughout Southeast Asia.

MSC's leadership in the Far East changed hands when Capt. David L. Reyes relieved Capt. Robert R. Williams as commander of MSCFE at the Singapore Naval Installation in Sembawang.

MAY:

MSC Ship Support Unit Guam held a Change of Command ceremony marking a transition in leadership that underscores the continued strategic importance of the U.S. Navy's logistics and support operations in the Indo-Pacific region.

JUNE:

Tanker MT Allied Pacific conducted a simulated CONSOL at Chinhae, South Korea. Allied Pacific connected with Republic of Korea's Cheonji-class fast combat support ship ROKS Daecheong (AOE-58). The ability of an ROK tanker to CONSOL allows them to also carry fuel out to the fleet, and provide underway replenishment of fuel, fleet cargo, and stores to customer ships at sea, thereby increasing capacity in the Indo-Pacific region.



MSCO-Korea changed leadership when Cmdr. Hannah M. Shipp relieved Cmdr. Patrick J. Moore as Commanding Officer of Busan, South Korea-based MSCO-K, during a change of command ceremony at the United Nations Peace Memorial Hall in Busan.

JULY:

Dry cargo and ammunition ship USNS Alan Shepard, fleet replenishment oiler USNS Rappahannock, chartered tankers MT Badlands Trader, MT Overseas Mykonos and MT Allied Pacific participated in exercise Talisman Saber 2025. Expeditionary mobile bases USS John L. Canley and USS Miguel Keith also supported Task Force 76/ Special Operations Command Pacific operations during the exercise. Talisman Sabre is the largest bilateral military exercise between the United States and Australia, focused on advancing a safe and secure Indo-Pacific region through enhanced interoperability with key Allies and partners. The 2025 iteration placed a premium on joint logistics, integration across domains, and expeditionary operations.

The Pathfinder-class oceanographic survey ship USNS Bowditch departed Sri Vijaya Puram (formerly known as Port Blair) following a scheduled port visit. The port visit demonstrated U.S. and India's shared democratic values and mutual commitment to advancing security and prosperity in the Indo-Pacific region through strengthened maritime partnership.

AUGUST:

Cape Hudson arrived at the port of Bandar Lampung, Indonesia, in support of exercise Super Garuda Shield 2025 (SGS 25). SGS 25 is a joint multinational exercise sponsored by U.S. Army Pacific, and featured approximately 3,000 participants from the Indonesian and U.S. Marine Corps, Navy, Air Force, Army, and special operations forces. Chartered tanker MT Stena Imperative

conducted ships qualification training with the Japan Maritime Self-Defense Force oiler JS Ōmi (AOE-426), culminating in a CONSOL, west of Kyushu, Japan.

MSC reserve-component Sailors traveled to Pier 8, Busan, South Korea, and participated in exercise Ulchi Freedom Shield 2025 (UFS 25). Exercise UFS 25 is a combined exercise between the U.S. and Republic of Korea with participation from United Nations Command Member State militaries as well as U.S. and ROK governmental agencies to fortify the combined defense posture and enhance response capabilities.

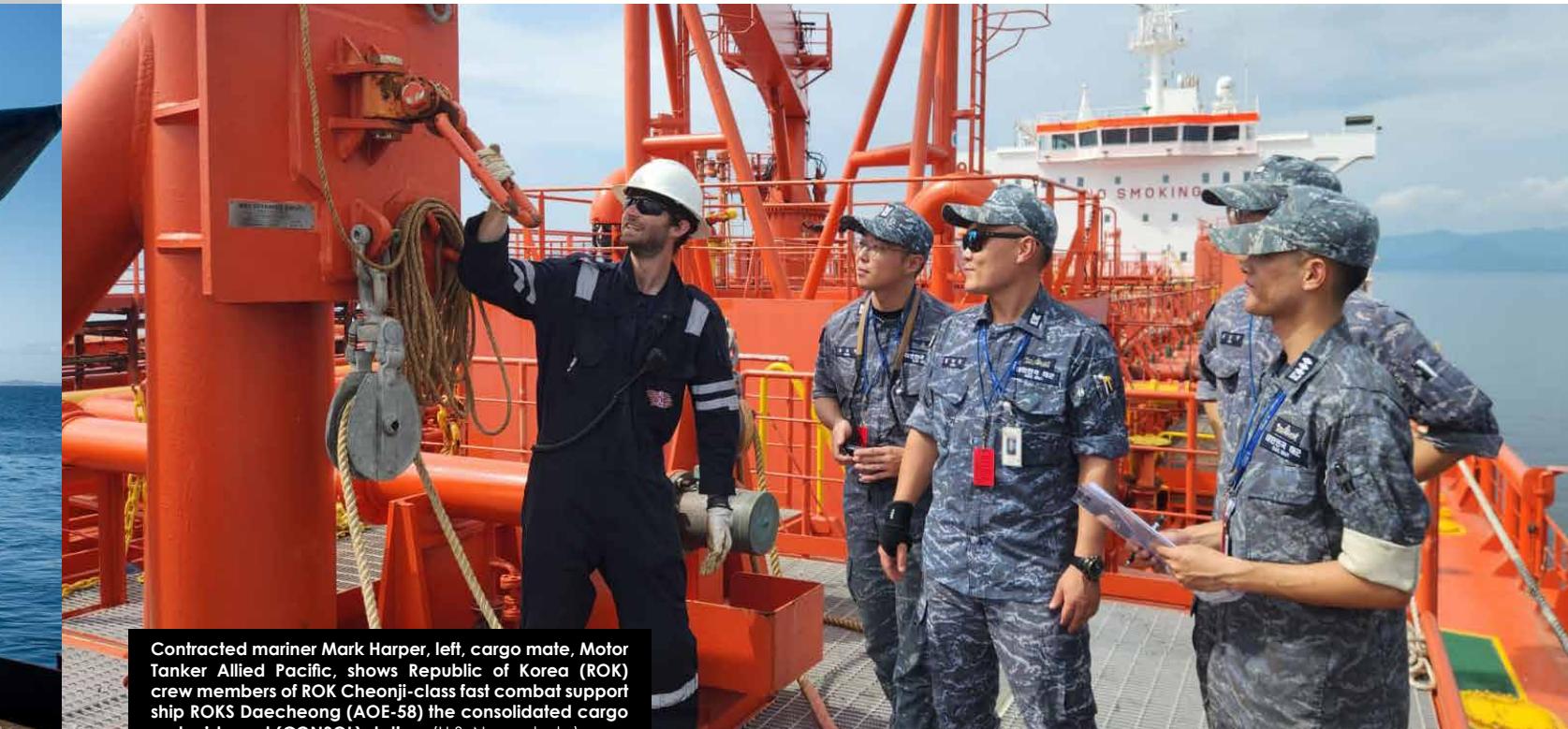
SEPTEMBER:

Crew members from dry cargo and ammunition ship USNS Amelia Earhart visited the Fountain of Life Children's Center in Pattaya, Thailand, to spend time with children from the community. Amelia Earhart was in Thailand for routine maintenance in support of the U.S. 7th Fleet. While the ship was in port, crew members volunteered at the center, participating in games and activities organized by Navy League Siam in Pattaya, a group that provides support to visiting sailors.

Allied Pacific conducted a CONSOL at sea with Republic of Korea's Cheonji-class fast combat support ship ROKS Daecheong in support of Freedom Edge 25. John L. Canley arrived in Koror, Palau, as part of Pacific Partnership 2025. The Pacific Partnership mission included stops in the Federated States of Micronesia, Papua New Guinea, Chuuk, Pohnpei, Palau, Samoa, Fiji, Vanuatu and the Philippines.



Military vehicles and equipment are prepared for an offload off Military Sealift Command-chartered Motor Vessel Cape Hudson (T-AKR 5066) at the port of Bandar Lampung, Indonesia in support of exercise Super Garuda Shield 2025. (U.S. Navy photo)



EXERCISE PARTICIPATION

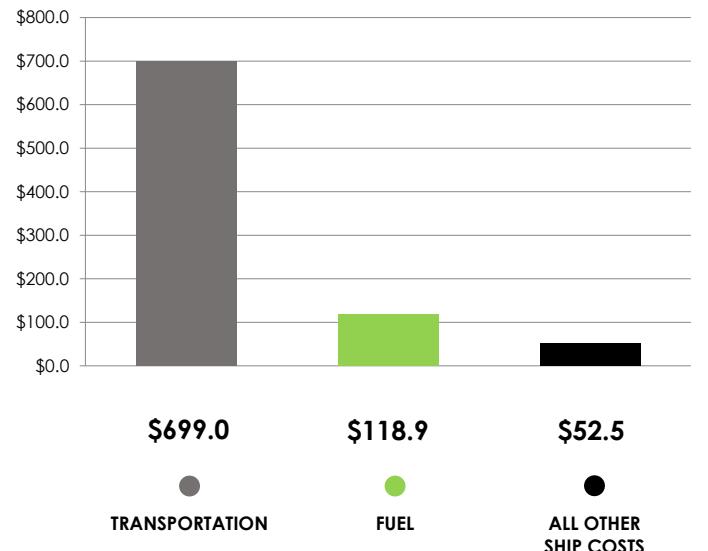
Exercise	MSC Ships	Location	AOR	Dates	Purpose
Balikatan	MV Cape Henry	Subic Bay, Philippines	MSC Far East	April - May	Joint military training designed to promote regional engagement and improve military interoperability between Filipino, U.S. and allied forces
CARAT Indonesia 2025	USNS John Lewis USNS Yukon	Surabaya and Situbondo, Indonesia; Java Sea	MSC Far East	June	Strengthen U.S.-Indonesia maritime partnership; improve interoperability, maritime security operations, visit, board, search and seizure, humanitarian assistance disaster relief, and combined at-sea, ashore training
CARAT Malaysia 2025	USNS Yukon	Lumut, Malaysia; Strait of Malacca	MSC Far East	Dec	Strengthen maritime security cooperation, communications drills, formation sailing, visit, board, search and seizure, and professional exchanges with Royal Malaysian Navy
CARAT Thailand 2025	USNS Tippecanoe	Sattahip, Thailand; Gulf of Thailand	MSC Far East	July	Enhance bilateral maritime readiness, anti-ship warfare, air defense, surface warfare, subject matter expert exchange, and combined command and control operations
Cobra Gold	MV Cape Henry	Sattahip, Thailand	MSC Far East	Feb - Mar	Annual U.S.-Thai co-sponsored exercise that builds on the longstanding friendship between the two nations and brings together a robust multinational force to promote regional peace and security in support of a free and open Indo-Pacific
Continuing Promise 2025	USNS Comfort	Caribbean and South America	MSC Atlantic	July	Humanitarian mission in the Pacific and Caribbean
Dark Knight Exercise	MSCCEN	Bahrain	CENTCOM	Oct	Continuity of Operations Exercise in MSC Central
Educational Tour Event	USNS Mercy	San Diego	MSC Pacific	Jan	Hosted American College of Healthcare Executives for ship tour event
Keris Strike	MV Cape Hudson	Malaysia	MSC Far East	July	Trilateral military exercise, held in Malaysia, that involved the armed forces of Malaysia, U. S., and Australia; exercise aimed to strengthen regional security, enhance interoperability, and improve the readiness of the participating nations through a series of joint operations, live-fire drills, and planning exercises
Operation Deep Freeze 2025	MV Ocean Giant	Antarctica	MSC Pacific	Jan - Feb	Operation Deep Freeze is the logistical backbone that makes the U. S. Antarctic Program's scientific endeavors in Antarctica possible
Operation Deep Freeze 2025	MV Ocean Gladiator	Antarctica	MSC Pacific	Jan - Apr	Operation Deep Freeze is the logistical backbone that makes the U. S. Antarctic Program's scientific endeavors in Antarctica possible
Steel Knight 2025 Mass Casualty Drill	USNS Mercy	San Diego	MSC Pacific	Dec	Mass casualty response drill for Exercise Steel Knight 2025, large-scale, annual Marine Corps exercise focused on enhancing the combat readiness of the 1st Marine Division
Super Garuda Shield	MV Cape Hudson	Banyuwangi, Indonesia	MSC Far East	Aug - Sep	Multinational exercise in the Indo-Pacific region to solidify the U.S.-Indonesia defense cooperation agreement and advance cooperation in support of a free and open region
Talisman Sabre	MV Cape Henry	Australia	MSC	Jul - Aug	Bilateral exercise between the U.S. and Australia, focused on enhancing military interoperability through a wide range of activities, including amphibious landings, air combat, maritime operations, and joint command and control

MISSION HIGHLIGHTS

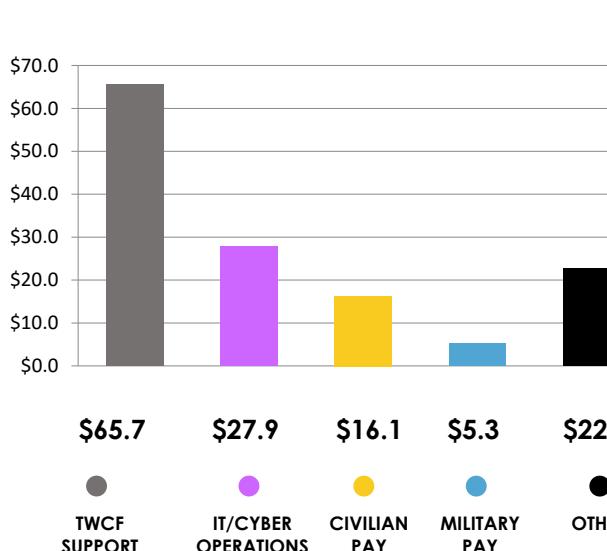
Operations	AOR	Dates	Purpose
Citadel Gale	MSC Atlantic	April - May	Hurricane Exercise 25
Citadel Shield Solid Curtain 2025	Global	Feb	U.S. Fleet Forces joint security exercise within USNORTHCOM
Elite Constellation 25-1	Global	Mar	Command Post Exercise involving global sealift readiness
Elite Constellation 25-2	Global	June	Command Post Exercise involving global sealift readiness
JLOTS 25 Balikatan 25	MSC Far East	Mar - May	Joint Logistics Over the Shore operations, Dingalan, Philippines
Pacific Sentry 25-2	MSC Atlantic MSC Pacific	June	Combined exercise execution phase across multiple commands
Large Scale Exercise 25	Global	July - Aug	Chief of Naval Operations exercise to demonstrate capabilities and limitations
Talisman Saber 25	INDOPACOM	July	In conjunction with Unified Defense 25 and Mercury Guard 25
Turbo Challenge 25-1	MSC Atlantic MSC Pacific	Mar	Command Post Exercise integrated with other MSC joint events
Turbo Challenge 25-2	MSC Atlantic MSC Pacific	June	Command Post Exercise integrated with other MSC Joint events
Turbo Distribution 25-4	MSC Pacific	June - July	Joint task force - Port Opening - Seaport of Debarkation Tacoma, Washington
Ultimate Caduceus 25	INDOPACOM	July	In conjunction with Unified Defense 25, Mercury Guard 25 and Talisman Saber 25
USTRANSCOM Exercise COOP	Scott AFB	June	MSC coordination event for TRANSCOM Continuity of Operations Exercise

EXPENSES AND COSTS

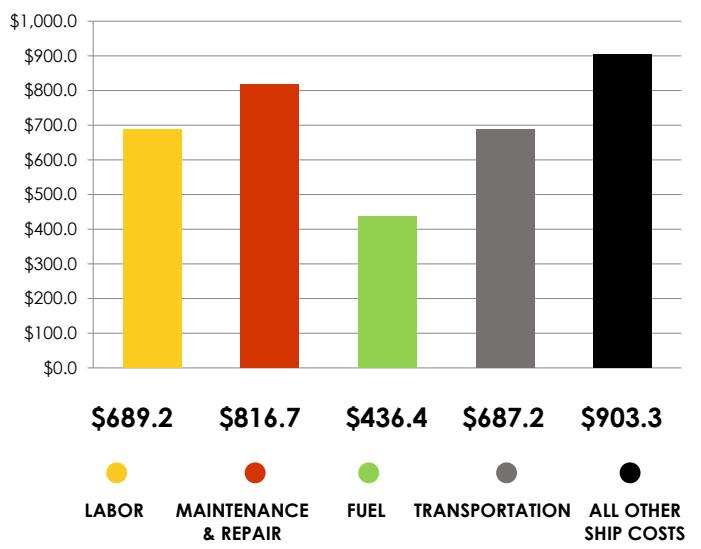
Transportation Working Capital Fund
FY 2025 Direct Costs (\$M)



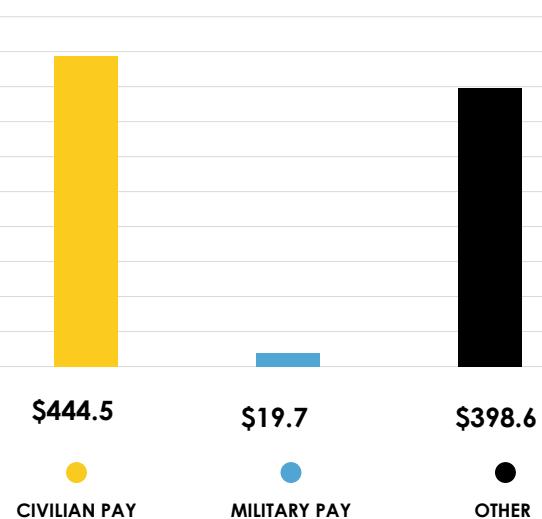
Transportation Working Capital Fund
FY 2025 Indirect Costs (\$M)



Navy Working Capital Fund
FY 2025 Direct Costs (\$M)



Navy Working Capital Fund
FY 2025 Indirect Costs (\$M)



Transportation Working Capital Fund

FY 2025 Indirect Costs (\$M)

MARITIME "E" AWARD FOR EXCELLENCE

USNS HENRY J. KAISER (T-AO 187)

Transportation Working Capital Fund

FY 2025 Indirect Costs (\$M)

MARITIME "E" AWARD FOR EXCELLENCE

USNS PATUXENT (T-AO 201)

Transportation Working Capital Fund

FY 2025 Indirect Costs (\$M)

MARITIME "E" AWARD FOR EXCELLENCE

USNS SUPPLY (T-AOE 8)

AWARDS

MSC Afloat Sailor of the Year FY2025

HM1 (FMF) Ornoldo Pintorleal

MSC Shore Sailor of the Year FY2025

IT1 (SW) Meghan Grant

FY 2025 Civilian of the Year (COY)

Junior COY: Ms. Anne Voors, N721

Senior COY: Ms. Laurie Beth Sargent, N11

Maritime Excellence Award 2024

Fleet Replenishment Oiler

USNS Henry J. Kaiser (T-AO 187)

Fleet Replenishment Oiler

USNS Patuxent (T-AO 201)

Rescue and Salvage Ship

USNS Salvor (T-ARS 52)

Fast Combat Support Ship

USNS Supply (T-AOE 8)

Captain David M. Cook Award 2025

Expeditionary Fast Transport

USNS Carson City (T-EFP 7)

Fleet Replenishment Oiler

USNS Harvey Milk (T-AO 206)

Dry Cargo/Ammunition Ship

USNS William McLean (T-AKE 12)

Command Ship

USS Mount Whitney (LCC 20)

Navy Unit Commendation

Dry Cargo/Ammunition Ship

USNS Alan Shepard (T-AKE 3)

Dry Cargo/Ammunition Ship

USNS Amelia Earhart (T-AKE 6)

Fleet Replenishment Oiler

USNS Kanawha (T-AO 196)

Fast Combat Support Ship

USNS Supply (T-AOE 6)

Expeditionary Sea Base

USS Lewis B. Puller (ESB 3)

United Seamen's Service, Admiral of the Ocean Seas (AOTOS) Seafarers Award, Mariners' Rosette

Ralph Zastrow, USNS

Amelia Earhart (T-AKE 6)

Superior Civilian Service Medal

Thomas Van Leunen, N02P

John Bruening, Taluga Group

Navy Meritorious Civilian Service Medal

Brendan Donovan, N7

David Perkins, N12

Donald Thornley, N00L

Edward Faulk, N03

Edward Shanley, N7

Helen Young, N00L

Isagani Penaranda, MSCFE N00H

Jaunita Broennimann, PM3

Jerry Holley, N4

John Gregov, MSCLANT N3

Kimberly Young, MSCLANT N00L

Larry Josey, MSCLANT N3

Lawrence Hill, N00L

Mansfield Stinson, N2/N3

Martino Victor, USNS Cody

Mella Bullock, MSCLANT N4

Michael McCormick, N00L

Patrick Mayette, N00L

Paul Hugill, N03

Peter Klaus, N4

Stuart Belt, N00L

Timothy Maley, MSCLANT N4

William Hulick, N9

Junior Alvarez, USS Lewis B. Puller

Lawrence Northrop, USS Emory S. Land

Loredo Bell, N7

Mackenzie Finck, USNS Arctic

Mitchell Boone, USNS Carl Brashear

Nicolas Agati, USNS Arctic

Paul Barkdoll, SSU Guam N6

Philip Carpenter, USNS Laramie

Raymond Olsen, MSCEURAF N4

Ricardo Gibson, USS Lewis B. Puller

Robert Bagbey, MSCEURAF N3

Rodney Smith, N9

Ronald Soriano, MSCFE N4

Stephen Cornell, USNS Arctic

Steven Drexler, MSCEURAF N3

Theodore Green, USS Emory S. Land

Thomas Guidice, MSCEURAF N3

Tracy Hastings, USNS Matthew Perry

William Gunn, SSU Guam N7

Navy Civilian Service Achievement Medal

Allen Derton, MSC SSU Singapore N7

Angel Rossy, N2/N3

Angela Turner, N9

Anna Lewis, USNS Miguel Keith

Anne Voors, N7

Armando, Layao, USS Hershel "Woody" Williams

Barney Jacinta, USNS Arctic

Canaila Doulet, N1

Carla Duncan, N1

Christopher Mcardle, USNS Arctic

Clarence Hollis, USNS Medgar Evers

Cole Worst, N9

Culleatha Stokes, USNS Trenton

Damon Taylor, USNS Arctic

Darrell Harris, USNS Arctic

David Nsebi, USNS Frank Cable

Daniel Saunders, MSCEURAF N7

David Carmody, MSCPAC N3

Dennis Hook, N03

Dennis O'Brien, USNS Arctic

Derrick Wickens, N9

Dexter Rogers, USNS Kanawha

Edgar Cruz, USNS Matthew Perry

Eduardo Adamos, USNS Matthew Perry

Gary Boldes, MSCO Okinawa Japan

Gene Palabrica, MSCO Okinawa Japan

George Barnes, USNS Tippacanoe

Gregory Davis, SSU Guam N3

Hansel Arse, MSCEURAF N8

Hugo Polanco, MSCEURAF N3

Jason Copeland, MSCFE N3

Jeffery Young, USNS Arctic

Jennifer Young, USNS Matthew Perry

John Genzler, MSCFE N3

Jose Pagan-Alvarez, USS Lewis B. Puller

Jamie Racela, USNS Kanawha

Jay Ryan Imbuido, USNS Laramie

Jeremy Tunstall, MSC SSU Singapore N7

Junior Alvarez, USS Lewis B. Puller



M a r i n e r s

S a i l o r s

C i v i l i a n s

Military Sealift Command

TAKE COMMAND OF YOUR TIME OFF

Military Sealift Command (MSC) sets a new standard for time off, giving our civilian mariners (CIVMARs) more flexibility while keeping a steady paycheck. With the new 4-on-2-off rotation, you'll get two months of paid leave for every four months at sea—plus more opportunities to advance your career.

See below for our increased salaries and new bonus amounts.

POSITION	BASE SALARY	BONUS*	ANNUAL AVERAGE SALARY**
First Officer	\$94,787 - \$175,033	\$71,090	\$222,921
Second Officer	\$85,647 - \$148,032	\$64,235	\$184,629
Third Officer	\$76,552 - \$120,981	\$57,414	\$156,502
First Assistant Engineer	\$93,014 - \$171,758	\$18,602	\$223,537
Second Assistant Engineer	\$84,064 - \$145,184	\$16,812	\$190,122
Third Assistant Engineer	\$75,124 - \$118,662	\$56,343	\$190,433
Junior Supply Officer	\$93,065		\$134,683

*Sign-on bonus with a service agreement.

**Annual average salary includes base, overtime and other special pay.



LEARN MORE ABOUT CAREERS WITH MSC.

MSC is an equal opportunity employer and a drug-free workplace.



MSC SHIP INVENTORY

COMBAT
LOGISTICS FORCE

35

- 19 Fleet Replenishment Oilers
- 14 Dry Cargo/Ammunition Ships
- 2 Fast Combat Support Ships

SPECIAL
MISSION

22

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

PREPOSITIONING
& SEABASING

21

- 9 Maritime Prepositioning Force LMSR, RO/RO, Expeditionary Transfer Dock Ships
- 1 Offshore Petroleum Distribution Ship
- 1 Offshore Petroleum Distribution Support Ship
- 3 Army Prepositioning Stocks, LMSR and Container Ships
- 2 Air Force Prepositioning Container Ships
- 5 Expeditionary Sea Base Ships

FLEET
SUPPORT

27

- 2 Hospital Ships
- 2 Rescue and Salvage Ships
- 2 Submarine Tenders
- 2 Fleet Ocean Tugs
- 1 Command Ship
- 1 Fleet Experimentation Ship
- 4 Submarine and Special Warfare Support Ships
- 11 Expeditionary Fast Transport Ships
- 2 High-Speed Transport Ships

DRY CARGO
& TANKERS

13

- 1 Dry Cargo
- 12 Tankers

U.S. MARITIME
ADMINISTRATION
READY RESERVE
FORCE

48

- 42 Roll-on/Roll-off Ships
- 4 Auxiliary Craneships
- 2 Aviation Repair Ships



Military Sealift Command
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Norfolk, VA 23511



msc.usff.navy.mil