



2020-2021 HANDBOOK



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Information is current as of 1st Quarter CY20



Military Sealift Command (MSC) is responsible for 125 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea perform a variety of support services, and move military equipment and supplies to deployed U.S. forces around the world. MSC's workforce of approximately 8,000 people includes civil service mariners, active and reserve military personnel and federal civil service employees. An additional, 1,400 afloat commercial mariners support our prepositioning, special mission and sealift missions.

Together, they run a \$3 billion organization with operations in all 24 time zones. MSC provides services to Navy, Army, Air Force, Marine Corps, U.S. Transportation Command, Missile Defense Agency and other U.S. government agencies.

In addition to MSC's active ships, the command has access to 46 ships maintained in reduced operating status in the Ready Reserve Force by the U.S. Department of Transportation's Maritime Administration.

MSC also charters commercial vessels as needed to meet government requirements. By law and policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable. Finally, during a national emergency, MSC can employ dozens of additional commercial vessels enrolled in the Voluntary Intermodal Sealift Agreement and the Maritime Security Program.



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

For comments, contact MSC Congressional and Public Affairs in Norfolk, Virginia, at msc_public_affairs@navy.mil.



USNS Supply (T-AOE 6), USS Forrest Sherman (DDG 98), front left, USS Gravelly (DDG 107), front right, USS Winston S. Churchill (DDG 81), back right, and USS Normandy (CG 60), back left, conduct a refueling at sea. (U.S. Navy photo)



Rear Adm. Michael A. Wettlaufer U.S. Navy's Military Sealift Command Commander

In his current role, Rear Adm. Michael A. Wettlaufer is the commander of Military Sealift Command.

Wettlaufer is a native of Alexandria, Virginia. He graduated from Colorado State University with a Bachelor of Science in Microbiology, was commissioned in 1986 and designated a naval aviator in 1988. He holds a Master of Science in Aviation Systems from the University of Tennessee and Master of Arts in National Security

and Strategic Studies from the Naval War College. Wettlaufer is a Navy Test Pilot School graduate (Class 104) and completed Navy Nuclear Power Training in 2008.

Ashore, Wettlaufer was assigned to Attack Squadron (VA) 42, Strike Fighter Squadron (VFA) 106 for qualification training. He was an aircraft carrier scheduler for Commander, 2nd Fleet; served as a project officer, test pilot and landing signals officer with Strike Aircraft Test Directorate at Naval Air Station Patuxent River, Maryland; and was an Empire Test Pilots' School fixed wing tutor and experimental test pilot on exchange with the Royal Navy in the United Kingdom. He was a Chief of Naval Operations Strategic Studies Group associate fellow (SSG XXI) and served in the Office of the Secretary of Defense as an analyst for the deputy assistant secretary of defense for European and NATO Policy. His first Flag assignment was as US European Command Deputy J5/8 based in Stuttgart, Germany.

Wettlaufer previously commanded the Dambusters of VFA-195, USS Denver (LPD 9), USS John C Stennis (CVN 74) and Carrier Strike Group 3 during the 2018-19 around-the-world deployment. He deployed multiple times to the Mediterranean Sea, Indian Ocean and Arabian Gulf flying the A-6E Intruder with VA-85 and Carrier Air Wing (CVW) 1 aboard USS America (CV 66) including Operation Desert Storm. Forward deployed from Japan aboard USS Independence (CV 62) and USS Kitty Hawk (CV 63) as a Dambuster department head and CVW-5 operations officer, he flew the FA-18C and he deployed to the Pacific as executive officer aboard USS John C Stennis.

Wettlaufer has 3,800 hours flying 50 different aircraft types and over 900 arrested landings on 14 carrier decks and conducted developmental Joint Strike Fighter flight control trials aboard HMS Invincible.

He is entitled to wear the Defense Superior Service, Legion of Merit (three awards), Distinguished Flying Cross (combat V), Defense Meritorious Service and Meritorious Service Medals, individual and strike flight Air Medals (combat V) and various other personal, unit and service awards.



Steven C. Cade **U.S. Navy's Military Sealift Command** **Executive Director**



Mr. Cade is the Executive Director of the United States Navy's Military Sealift Command, headquartered in Norfolk, Virginia.

Prior to his current position, Mr. Cade served as Director for Fleet Capabilities and Force Development (N8/N9) at U. S. Fleet Forces Command, Norfolk, Virginia, the Navy's headquarters for global force management and the Naval Component Commander to U.S. Northern Command. At USFF he was responsible for integrated Fleet capability and readiness assessments to support Navy programming and acquisition planning, transition of new capabilities into the Fleet, and development of warfighting concepts of operations and experimentation programs.

During his time at USFF he also served as Deputy Director, Fleet Warfare Programs (N8B), leading warfighting capability analyses, and as Deputy Executive Director, responsible for Fleet readiness assessments, strategic planning, and headquarters administration. He was promoted to the Senior Executive Service in 2010.

Mr. Cade served as a Surface Warfare Officer during his career on active duty, completing sea-duty assignments in the Atlantic and Pacific Fleets and deployments supporting operations in the European, Pacific, Central, and Southern Commands. Major staff assignments included duty in Operations and Plans on the staff of Commander, U.S. Seventh Fleet; Special Assistant to the Commander-in-Chief, U.S. Atlantic Fleet; and as a program manager for U.S. Fleet Forces Command in Capabilities and Resource Integration (N8) and Readiness and Training (N4/7). He was designated a Navy Foreign Area Officer (FAO) for East Asia/Pacific during his time on active duty.

A native of Cincinnati, Ohio, Mr. Cade graduated from Archbishop Moeller High School and the United States Naval Academy. Mr. Cade holds masters degrees in Mechanical Engineering from the Naval Postgraduate School (Weapons Systems Curriculum) and in National Security Strategy from the U.S. Army's Command and General Staff College. He has been recognized with the Presidential Rank Award for Meritorious Service and the Department of Navy Superior Civilian Service Award in addition to personal and campaign awards while on active duty.



Mr. John R. Taylor
U.S. Navy's Military Sealift Command
Director, Maritime Operations



Mr. Taylor serves as the Director of Maritime Operations (DMO), at the Military Sealift Command Headquarters, Norfolk, Virginia. Mr. Taylor leads a staff of civilian and military personnel of nine functional directorates responsible for fleet operations, business management, engineering, IT and networks, supply logistics, comptroller, fleet training and contracting programs. Mr. Taylor manages a portfolio of \$800 million indirect cost authority annually. Mr. Taylor is responsible for developing and implementing policies and processes for ship support programs; fleet strategic planning; fleet scheduling, formulating and executing directorate budgets; developing, evaluating and implementing ship program support processes; and developing and executing engineering and IT strategies when combined execute Navy and USTRANSCOM logistic requirements

Mr. Taylor was appointed to the Senior Executive Service in October 2007 and has 24 years of Federal service and 13 years in the commercial maritime and electric public utility sector.

A native of Hough's Neck, Massachusetts, Mr. Taylor graduated with a BS in marine engineering from Massachusetts Maritime Academy in 1980.



Mr. Christopher D. Thayer
U.S. Navy's Military Sealift Command
Director, Ship Management



Mr. Thayer was appointed Director, Ship Management at the Military Sealift Command in July, 2017. In this capacity he is responsible for overall strategic program planning, life cycle planning, force structure analysis, acquisition, POM/budget development, and resource allocations for the operation of more than 100 ships in the MSC fleet.

Mr. Thayer was appointed to the Senior Executive Service as the Director, Strategic Sealift and Prepositioning, Military Sealift Command in January, 2007 and in January, 2012, Mr. Thayer was promoted to the MSC Director, Contractor Operated Ships with an expanded portfolio of more than 80 ships.

Mr. Thayer began his career with the Military Sealift Command (MSC) in 1986 as a Marine Transportation Specialist in the MSC Headquarters Strategic Mobility Division and is a graduate of the United States Merchant Marine Academy (1983), the University of Maryland Robert H. Smith School of Business (1991), the Industrial College of the Armed Forces (2000) and is a recipient of the Department of the Navy Superior Civilian Service Award.



Mr. Michael C. Morris
U.S. Navy's Military Sealift Command
Director, Total Force Management



Mr. Morris is Director of Total Force Management for the Navy's Military Sealift Command, responsible for civilian and military HR, manpower, and personnel medical programs covering approximately 5700 civil service mariners who crew 55 government-operated ships that support the Department of Defense, 1400 civilian employees who work ashore, 350 active duty military active duty personnel , and 962 Navy Reserve personnel.

Mr. Morris joined the federal service in 1991, coming to Military Sealift Command after seven years in the private sector working in ship acquisition and logistics. He began working in the HR field in 1992 and relocated from the DC area to Hampton Roads in January 2015.

He graduated from the State University of New York Maritime College, earned a merchant marine deck officer's license, was commissioned into the Navy through the Navy ROTC program, and qualified as a Surface Warfare Officer, before leaving active duty and affiliating with the Navy Reserve. In 2013, Mr. Morris received the Navy's Meritorious Civilian Service Award. He has written for the U.S. Naval Institute's "Proceedings" magazine about civil service mariners



Ms. Mary Kate DeMane
U.S. Navy's Military Sealift Command
Counsel



Ms. DeMane is the Counsel, to Military Sealift Command, headquartered in Norfolk, Virginia. She oversees the efforts of more than thirty attorneys and legal support staff members who provide the command with full service legal support from the headquarters and five field offices throughout the world.

Prior to her current position, Ms. DeMane served as the Field Liaison Section Head for the Naval Sea Systems Command Office of Counsel, where she was responsible for providing advice in the full range of Department of the Navy, Office of the General Counsel legal practice and related services to the Naval Warfare Centers. Ms. DeMane began her career with DON OGC in 1993 as a field attorney with the Naval Facilities Engineering Command at multiple offices including the Naval Facilities Engineering, Public Works Center Pearl Harbor, and Engineering Field Activity Mediterranean.

Ms. DeMane received a Bachelor of Arts degree in Political Science from Union College in Schenectady, New York and earned her Juris Doctor from American University Washington College of Law in Washington, DC. She is admitted to practice law in New York, Connecticut and the District of Columbia.

Headquarters Organization



- MSC reports to U.S. Transportation Command for defense transportation matters as the Naval Component.
- USTRANSCOM provides coordination of air, land, and sea transportation for the Department of Defense.



- MSC reports to U.S. Fleet Forces Command for Navy-unique matters.
- USFF provides combat-ready forces forward to Numbered Fleets and Combatant Commanders around the globe in support of United States national interests.



- MSC reports to the Assistant Secretary of the Navy (Research, Development and Acquisition) for procurement policy and oversight matters.
- ASN (RDA) provides weapons systems and platforms for the Navy and Marine Corps.



Military Sealift Command

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

Combat Logistics Force

Manages ships that provide underway replenishment, commercial helicopter services and other direct fleet support to Navy ships worldwide. These ships include fleet replenishment oilers, fleet ordnance and dry cargo ships and fast combat support ships.

Fleet Support and Special Mission

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

Special Mission

Supports specialized scientific and technical missions for DOD sponsors. Missions include ocean surveillance, oceanographic survey, cable laying, missile telemetry collection, submarine support and navigation test support.

Prepositioning

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

Expeditionary Fast Transport

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

Service Support

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

Combatant Command Support

Provides marine transportation to satisfy DOD sealift requirements. For dry cargo validated by USTRANSCOM and assigned to MSC, Sealift provides breakbulk, container and roll-on/roll-off (RORO), as well as other specialty ships (heavy lift / float-on float-off) from both government and commercial sources.

Sealift

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

Dry Cargo and Tankers

Provides transportation of refined petroleum products between commercial refineries and DOD storage and distribution facilities worldwide for Defense Logistics Agency-Energy, which procures and manages fuel for all of DOD.

Adaptive Force Package

The Adaptive Force Package Program Office (PM9) is charged with providing the equipment to support, and directing the executing of, mission packages deployed on MSC vessels that provide operational commanders with additional capability, above and beyond that of the baseline vessel, where and when needed. The AFP program is also responsible for the life cycle management of mission support equipment (modular office, laundry, food storage, IT equipment) required to support mission packages.

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

Area Command Organization

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

Area command commodores are dual-hatted, each one having a formal relationship with their geographically collocated numbered fleet commander. Under fleet command authority the commander may exercise tactical control of MSC ships assigned to the fleet commander, usually as a task force commander.

Ship Support

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

Reserve Units

In 2019, 38 Navy Reserve units supported MSC operations worldwide, providing critical support to combat logistics' force via afloat rig team support during weapons and refueling operations, providing integrated sustainment and logistics support to joint forces at expeditionary sea ports of debarkation and embarkation, delivering sustained logistics support to the MSC Fleet, and direct integration of the Strategic Sealift Officers for material and Tactical Advisor support to the Strategic Sealift Reserve Fleet.

MSC Offices

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

MSC HQ Detachment and Liaison Office

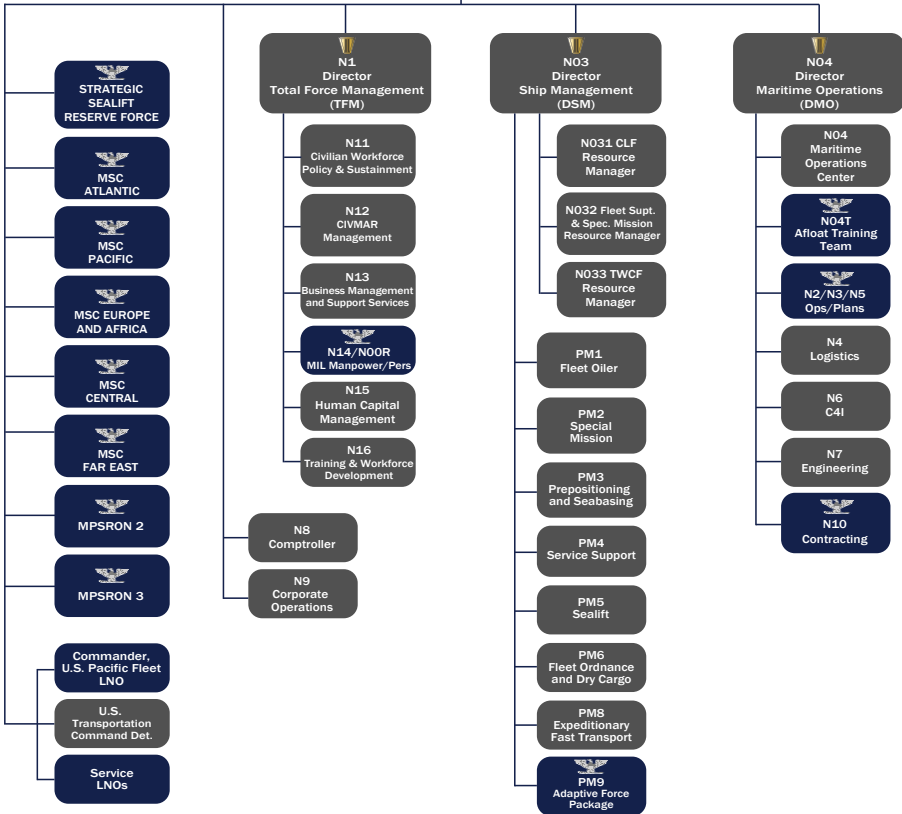
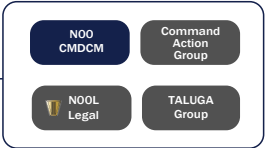
MSC headquarters has a detachment to USTRANSCOM at Scott Air Force Base, Illinois, and a Pacific Fleet liaison officer in Hawaii. These offices represent MSC in all mission areas and operations in which their host command conducts coordination activities. They direct staff inquiries to appropriate points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

Strategic Sealift Officer Force

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

Organizational Structure

- N02H - Force Surgeon
- N02G - Chaplain
- N021 - Command Security
- N02P - Public Affairs
- N02FS - Force Safety
- N025AP - Sexual Assault Prevention Response
- N02E - Equal Employment Office
- N02IG - Inspector General
- N02B - Small Business



Contact List

	Office	DSN
Commander, MSC HQ:		
Commander	757-443-2706	646-2706
Deputy Commander	757-443-2706	646-2706
Executive Director	757-443-2339	646-2339
Chief of Staff	757-443-5911	646-5911
Command Master Chief	757-341-3429	646-3429
Global Command Information Center	757-443-5845	646-5845
Inspector General	757-443-2340	646-2340
Director, Congressional and Public Affairs	757-443-2839	646-2839
Director, Force Safety	757-341-5662	646-5662
Director, Total Force Management	757-443-2865	646-2865
Legal Counsel	757-443-5287	646-5287
Equal Employment Opportunity	757-341-3310	646-3310
Director, Ship Management	757-443-5672	646-5672
Deputy Director, Ship Management	757-443-2776	646-2702
Program Manager, Fleet Oiler	757-443-2883	646-5901
Program Manager, Special Mission	757-443-5957	646-5957
Program Manager, Prepositioning	757-443-0870	646-0870
Program Manager, Service Support	757-443-2780	646-2780
Program Manager, Sealift	757-443-5614	646-5614
Program Manager, Fleet Ordnance and Dry Cargo	757-443-5041	646-5041
Program Manager, Expeditionary Fast Transport	757-443-2437	646-2437
Program Manager, Adaptive Force Packages	757-443-0871	646-8071
Director, Maritime Operations	757-443-2700	646-2700
Deputy Director, Maritime Operations	757-443-2776	646-2776
Director, Operations/Plans	757-443-0952	646-0952
Director, Logistics	757-443-2817	646-2817
Director, Command, Control, Communications and Computer Systems	757-443-2893	646-2893
Director, Engineering	757-341-5519	646-5519
Comptroller	757-443-3905	646-3905
Director, Corporate Operations	757-341-3430	646-3430
Director, Contracts and Business Management	757-341-2308	646-2308
CIVMAR Support Center	800-793-5784	
Medical Readiness	757-443-5771	
Marine Placement	757-443-5922	
Force Safety	757-341-5662	
Sexual Assault Prevention and Response	757-803-4530	
Chaplain	757-443-3973	
Navy Civilian Employee Assistance	844-366-2327	
National Suicide Prevention Lifeline	800-273-8255	

	Office	DSN
MSC Atlantic (Norfolk):		
Commodore	757-443-5601	646-5601
Deputy	757-443-5602	646-5602
Staff Duty Officer	757-443-5758	646-5758
MSC Pacific (San Diego):		
Commodore	619-524-9600	524-9600
Deputy	619-524-9600	524-9600
Staff Duty Officer	619-572-2969	572-2969
MSC Europe and Africa (Italy):		
Commodore	39-081-568-4097	314-626-4097
Chief Staff Officer	39-081-568-4637	314-626-4637
Staff Duty Officer	39-081-568-2028	314-626-2028
MSC Far East (Singapore):		
Commodore	65-6750-2750	315-421-2750
Chief Staff Officer	65-6750-2730	315-421-2730
Staff Duty Officer	65-6750-2594	315-421-2594
Ship Support Singapore	65-6750-2580	315-421-2580
Ship Support Yokohama (Japan)	81-45-872-6318	315-269-6318
Ship Support Guam	671-339-5161	315-339-5161
MSC Central (Bahrain):		
Commodore	973-1785-3770	318-439-3770
Deputy	973-1785-4181	318-439-4181
Watch Station	973-1785-9479	318-439-9479
Ship Support Bahrain	973-1785-4953	318-439-4953
Other Offices and Representatives:		
Beaumont, TX	409-617-0380	
Charleston, SC	843-743-0569	
Sunny Point, NC	910-457-8210	
Port Canaveral, FL	321-853-7818	
Jacksonville, FL	904-696-5198	
Earle, NJ	732-866-7224	
Pearl Harbor, HI	808-471-2113	
Seattle, WA	425-304-4851	
Diego Garcia	246-370-4778	
Rota, Spain	34-95-682-5754	
Souda Bay, Crete	30-282-102-1820	
Korea	82-51-801-3119	
Okinawa, Japan	81-909-789-9683	
Kuwait	619-533-7202	
MSC Detachment USTRANSCOM, Scott AFB, IL		
	618-220-4773	770-4773
MSC LNO, Pearl Harbor, HI		
	808-471-8597	315-472-8597

Combat Logistics Force

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

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



The guided-missile destroyer USS Forrest Sherman (DDG 98), top, the fast combat support ship USNS Supply (T-AOE 6), center, and the guided-missile destroyer USS Gravely (DDG 107), conduct a refueling-at-sea in the Atlantic Ocean. (U.S. Navy photo by Mass Communication Specialist Seaman Jarrod A. Schadt)

Fleet Oiler

Fleet Replenishment Oiler



USNS Pecos (T-AO 197)

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

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

Technical Characteristics

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

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

Fleet Ordnance and Dry Cargo

Dry Cargo/Ammunition Ship

USNS Richard E. Byrd (T-AKE 4)



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

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

Technical Characteristics

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

Capacities: 6,675 tons dry cargo
1,716 tons refrigerated stores
18,000 bbls cargo fuel

Fleet Ordnance and Dry Cargo

Fast Combat Support Ship

USNS Arctic (T-AOE 8)



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

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

Technical Characteristics

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

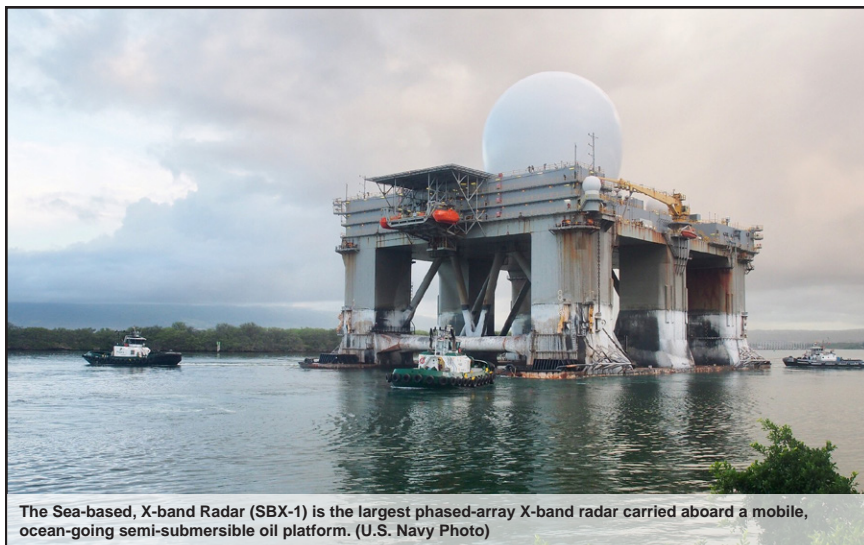
Capacities: 156,000 bbls cargo fuel
1,800 tons ammunition
250 tons dry cargo
400 tons refrigerated store

Special Mission

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

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

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



The Sea-based, X-band Radar (SBX-1) is the largest phased-array X-band radar carried aboard a mobile, ocean-going semi-submersible oil platform. (U.S. Navy Photo)

Special Mission

Missile Range Instrumentation Ship



Monitors missile launches and collects data.

T-AGM 24

USNS INVINCIBLE

Technical Characteristics

Length 224 ft, Beam 43 ft, Draft 14.8 ft
Displacement 2,285 tons, Speed 11 kts
Crew: Civil service mariners 18
Government-Owned

Special Mission

Missile Range Instrumentation Ship

USNS Howard O. Lorenzen (T-AGM 25)



Monitors missile launches and collects data.

T-AGM 25

USNS HOWARD O. LORENZEN

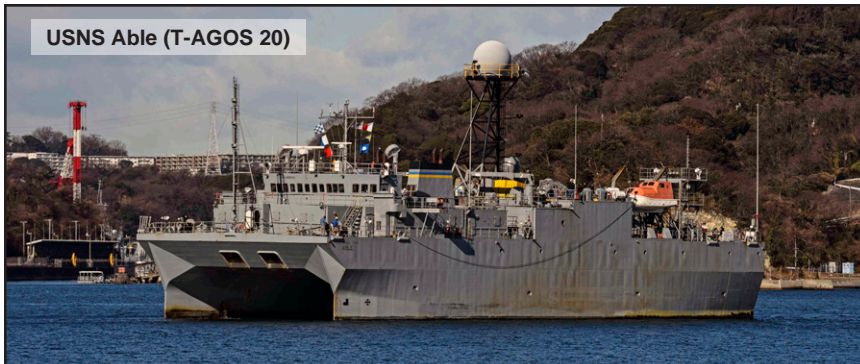
Technical Characteristics

Length 534 ft, Beam 89 ft, Draft 21.4 ft
Displacement 12,642 tons, Speed 20 kts
Crew: Civil service mariners, Military, Scientists 38
Government-Owned

Special Mission

Ocean Surveillance Ship

USNS Able (T-AGOS 20)



Conducts Surveillance Towed Array Sensor System operations.

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

Technical Characteristics

Length 234.5 ft, Beam 93.5 ft, Draft 24.9 ft
Displacement 3,384 tons, Speed 10 kts
Crew: Civil service mariners, Military 24-26
Government-Owned

Special Mission

Ocean Surveillance Ship



Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 23 USNS IMPECCABLE

Technical Characteristics

Length 281.6 ft, Beam 95.8 ft, Draft 25.9 ft
Displacement 5,370 tons, Speed 12 kts
Crew: Civil service mariners, Military 26
Government-Owned

Special Mission

Oceanographic Survey Ship

USNS Pathfinder (T-AGS 60)



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

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

Technical Characteristics

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

Special Mission

Sea-Based X-Band Radar

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



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

SBX-1 **SEA-BASED X-BAND RADAR**

Technical Characteristics

Length 389 ft, Beam 238 ft, Draft 12.4 ft
Displacement 32,690 tons, Speed 8 kts
Crew: Civil service mariners, Military 34
Government-Owned

Special Mission

Cable Laying / Repair Ship

USNS Zeus (T-ARC 7)



Transports, deploys, retrieves and repairs undersea cables.

T-ARC 7

USNS ZEUS

Technical Characteristics

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

Special Mission

Navigation Test Support Ship



Assists with submarine weapons and navigation system testing.

T-AGS 45

USNS WATERS

Technical Characteristics

Length 442 ft, Beam 69 ft, Draft 15 ft

Displacement 12,208 tons, Speed 13.2 kts

Crew: Civil service mariners, Military, Scientists 28

Government-Owned

Special Mission

Submarine and Special Warfare Support

USNS Westwind (T-AGSE 2)



Supports the Navy's submarine and special warfare requirements.

T-AGSE 1	USNS BLACK POWDER
T-AGSE 2	USNS WESTWIND
T-AGSE 3	USNS EAGLEVIEW
T-AGSE 4	USNS ARROWHEAD

Technical Characteristics

T-AGSE (Auxiliary General Submarine Escort) Dimensions
Length 250 ft, Beam 54 ft, Displacement 2,850 tons

Prepositioning and Seabasing

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

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

MSC's prepositioning ships include 14 Maritime Prepositioning Force (MPF) ships supporting the U.S. Marine Corps.

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

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

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



Seabees from Naval Mobile Construction Battalion 5 and Marines from I Marine Expeditionary Force direct the offload from the Military Sealift Command vessel USNS SGT William R. Button (T-AK 3012) during maritime prepositioning force training in support of Pacific Blitz 2019. (U.S. Navy Photo by Engineering Aid 1st Class Heather Salzman)

Prepositioning and Seabasing

Maritime Prepositioning Force Roll-On / Roll-Off

USNS 2ND LT John P. Bobo (T-AK 3008)



Provides equipment to sustain a Marine Corps air ground task force and discharges cargo in port or at sea using the Improved Navy lighterage system.

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

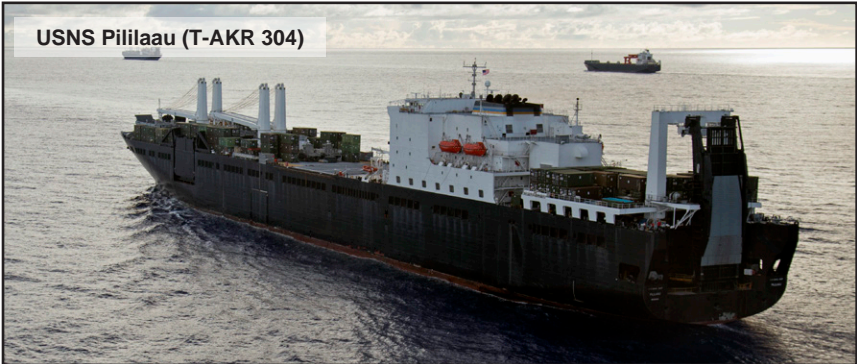
Technical Characteristics

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

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

Prepositioning and Seabasing

Maritime Prepositioning Force LMSR



USNS Pililaau (T-AKR 304)

Prepositions containerized and palletized cargo as well as rolling stock.

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

Technical Characteristics

Length 950 ft, Beam 105.8 ft, Draft 36 ft
Displacement 62,644 tons, Speed 24 kts
Crew: Civil service mariners 30
Government-Owned

Capacity: 394,673 sq ft

Prepositioning and Seabasing

Maritime Prepositioning Force LMSR

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



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

T-AK 3017

USNS GYSGT FRED W. STOCKHAM

Technical Characteristics

Length 906.9 ft, Beam 105.6 ft, Draft 35.8 ft
Displacement 55,123 tons, Speed 24 kts
Crew: Civil service mariners 30
Government-Owned

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

Prepositioning and Seabasing

Maritime Prepositioning Force Expeditionary Transfer Dock

USNS Montford Point (T-ESD 1)



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

T-ESD 1
T-ESD 2

USNS MONTFORD POINT
USNS JOHN GLENN

Technical Characteristics

Length 785.1 ft, Beam 164 ft, Draft 39.3 ft
Displacement 77,388 tons, Speed 17.7 kts
Crew: Civil service mariners 33
Government-Owned

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

Prepositioning and Seabasing

Maritime Prepositioning Force Expeditionary Sea Base

USS Lewis B. Puller (ESB 3)



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

ESB 3	USS LEWIS B. PULLER
ESB 4	USS HERSHEL “WOODY” WILLIAMS
T-ESB 5	USNS MIGUEL KEITH

Technical Characteristics

Length 784 ft, Beam 164 ft, Draft 31 ft
Displacement 106,664 tons, Speed 15 kts
Crew: Civil service mariners, Military 280
Government-Owned

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

Prepositioning and Seabasing

Offshore Petroleum Distribution System

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



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

T-AG 5001
T-AG 4907

USNS VADM K.R. WHEELER
USNS FAST TEMPO

Technical Characteristics

Length 349 ft, Beam 70 ft, Draft 26 ft
Speed 15 kts, Displacement 6,491.5 tons
Crew: Civil service mariners 23
Government-Owned

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

Service Support

Service support ships provide towing, rescue and salvage, submarine support and afloat medical facilities. Support ships include fleet ocean tugs, rescue and salvage ships, hospital ships, submarine tenders, a command ship, afloat forward staging bases, expeditionary sea bases and a cable laying/repair ships.

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



Sailors assigned to the Australian Collins-class submarine HMAS Sheean (SSG 77) prepare to receive hotel services and supplies during a bilateral training event with USS Emory S. Land (AS 39). (U.S. Navy photo by Mass Communication Specialist 2nd Class Jordyn Diomede)

Service Support

Hospital Ship

USNS Comfort (T-AH 20)



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

T-AH 19

USNS MERCY

T-AH 20

USNS COMFORT

Technical Characteristics

Length 894 ft, Beam 106 ft, Draft 32 ft
Displacement 69,552 tons, Speed 17 kts
Crew: Civil service mariners, Military 71
Government-Owned

T-AH ships are outfitted with 12 fully equipped operating rooms, 1,000-bed hospital facility, digital radiological services, medical laboratory, pharmacy, optometry and lens laboratory, CT scanner and two oxygen-producing plants.

Service Support

Rescue and Salvage Ship

USNS Grasp (T-ARS 51)



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

T-ARS 51
T-ARS 52

USNS GRASP
USNS SALVOR

Technical Characteristics

Length 255 ft, Beam 51 ft, Draft 17 ft
Displacement 3,336 tons, Speed 14 kts
Crew: Civil service mariners, Military 26
Government-Owned

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

Service Support

Submarine Tender

USS Emory S. Land (AS 39)



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

AS 39

USS EMORY S. LAND

AS 40

USS FRANK CABLE

Technical Characteristics

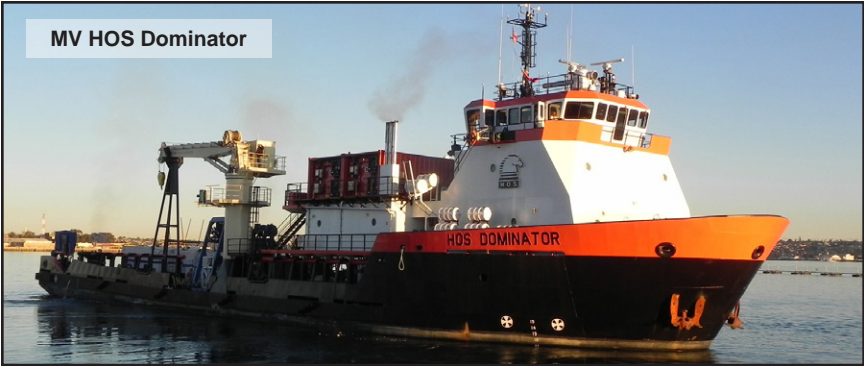
Length 644 ft, Beam 85 ft, Draft 26 ft
Displacement 23,000 tons, Speed 20 kts
Crew: Civil service mariners, Military 157
Government-Owned

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

Service Support

Submarine and Special Warfare Support

MV HOS Dominator



Supports the Navy's submarine and special warfare requirements.

MV HOS DOMINATOR
MV CAROYLN CHOUEST

Technical Characteristics

MV Dimensions

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

Displacement: 3,655/1,599 tons

Service Support

Submarine and Special Warfare Support



Supports the Navy's submarines and expeditionary forces.

MV HOS MALAMA

Technical Characteristics

MV Dimensions

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

Displacement: 340/65 tons

Service Support

Fleet Ocean Tug



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

T-ATF 168	USNS CATAWBA
T-ATF 171	USNS SIOUX
T-ATF 172	USNS APACHE

Technical Characteristics

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

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

Service Support

Fleet Ocean Tug



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

MV GARY CHOUEST

Technical Characteristics

Length 276 ft, Beam 60 ft, Draft 19 ft
Displacement 4,065 tons, Speed 16 kts

Service Support

Command Ship

USS Mount Whitney (LCC 20)



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

LCC 20

USS MOUNT WHITNEY

Technical Characteristics

Length 636 ft, Beam 108 ft, Draft 24 ft
Displacement 15,000 tons, Speed 23 kts
Crew: Civil service mariners, Military 154
Government-Owned

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

Expeditionary Fast Transport

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

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



A Knifefish unmanned undersea vehicle (UUV) training model undergoes crane operations aboard the Military Sealift Command expeditionary fast transport vessel USNS Spearhead (T-EPF 1) as part of a training exercise enabling mine countermeasure missions (MCM) from an EPF as a vessel of opportunity. (U.S. Navy photo by Master-at-Arms 1st Class Alexander Knapp)

Expeditionary Fast Transport

Expeditionary Fast Transport

USNS Carson City (T-EPF 7)



High-speed ship capable of rapid intratheater military transport.

T-EPF 1	USNS SPEARHEAD
T-EPF 2	USNS CHOCTAW COUNTY
T-EPF 3	USNS MILLINOCKET
T-EPF 4	USNS FALL RIVER
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

Technical Characteristics

Length 337.9 ft, Beam 93.5 ft, Draft 12.57 ft
Displacement 2,460 tons, Speed 35 kts
Crew: Civilian 26
Government-Owned

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

Expeditionary Fast Transport

High-Speed Transport

USNS Guam (HST 1)



High Speed Transport vessels are aluminum catamarans designed to be fast, flexible and maneuverable making the vessel ideal for transporting troops and equipment quickly.

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

Technical Characteristics

Length 373/379 ft, Beam 78 ft, Draft 12 ft
Displacement 1,646 tons, Speed 33 kts
Crew: Civilian 15-18
Government-Owned

Capacity: 24,500 sq ft

Sealift

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

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

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

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

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



Roll-on/roll-off ship USNS PFC Eugene A. Obregon (T-AK 3006), participates in a group sail during a TRANSCOM exercise. (U.S. Navy photo by Jennifer Hunt)

Sealift

Surge Sealift

USNS Bob Hope (T-AKR 300)



Transports rolling stock and containers in support of DOD sealift missions worldwide.

T-AKR 295	USNS SHUGHART
T-AKR 296	USNS GORDON
T-AKR 297	USNS YANO
T-AKR 298	USNS GILLILAND
T-AKR 300	USNS BOB HOPE
T-AKR 301	USNS FISHER
T-AKR 303	USNS MENDONCA
T-AKR 305	USNS BRITTIN
T-AKR 306	USNS BENAVIDEZ
T-AKR 313	USNS RED CLOUD

Technical Characteristics

Length 906-954 ft, Beam 106 ft, Draft 34 ft
Displacement 59,460-62,644 tons, Speed 24 kts
Crew: Civilian 30
Government-Owned
Maintained in Reduced Operating Status (ROS)

Capacities: Converted Shughart and Gordon classes approx 300,000 square feet;
purpose-built Bob Hope Class, 380,000 sq ft (lifts one Army Heavy Brigade)

Sealift

Surge Sealift

USNS SGT Matej Kocak (T-AK 3005)



Transports rolling stock and containers in support of DOD sealift missions worldwide.

T-AK 3005

USNS SGT MATEJ KOCAK

T-AK 3006

USNS PFC EUGENE A. OBREGON

T-AK 3007

USNS MAJ STEPHEN W. PLESS

Technical Characteristics

Length 821 ft, Beam 106 ft, Draft 32.2 ft

Displacement 51,612 tons, Speed 20 kts

Crew: Civilian 25

Government-Owned

Maintained in Reduced Operating Status (ROS)

Capacities: 152,524 sq ft vehicle, 1.5M gallons petroleum,

94,780 gallons of water, 540 Containers (TEU - Twenty Foot Equivalent Unit)

Lighterage - 2 Landing Craft Mechanized (LCM) - 8; Equipped with helicopter platform.

Sealift

Surge Sealift

USNS 1ST LT Harry L. Martin (T-AK 3015)



Transports rolling stock and containers in support of DOD sealift missions worldwide.

T-AK 3015
T-AK 3016

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

Technical Characteristics

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

Maintained in Reduced Operating Status (ROS)

Sealift

Army Prepositioned Stocks LMSR and Container

USNS Pomeroy (T-AKR 316)



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

T-AKR 310	USNS WATSON
T-AKR 314	USNS CHARLTON
T-AKR 315	USNS WATKINS
T-AKR 316	USNS POMEROY
T-AKR 317	USNS SODERMAN

Technical Characteristics

Length 950 ft, Beam 105.8 ft, Draft 36.1 ft
Displacement 62,644 tons, Speed 24 kts
Crew: Civilian 30
Government-Owned

Capacity: 392,627 sq ft

Sealift

Army Prepositioned Stocks LMSR and Container



Provides 30 days sustainment for a U.S. Army Unit of Action Brigade Combat Team.

T-AK 4543
T-AK 4544

MV LTC JOHN U.D. PAGE
MV SSG EDWARD A. CARTER JR.

Technical Characteristics

Length 843.75 ft, Beam 105.62 ft, Draft 35 ft
Displacement 66,079 tons, Speed 21 kts
Crew: Civilian 20
Chartered

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

Sealift

Air Force Container

MV Bernard F. Fisher (T-AK 4396)



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

T-AK 4396
T-AK 5362

MV BERNARD F. FISHER
MV CAPT DAVID I. LYON

Technical Characteristics

Length 652/686 ft, Beam 106/99 ft, Draft 36/38 ft
Displacement 48,012/52,878 tons, Speed 16 kts
Crew: Civilian 19/20
Chartered

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

Dry Cargo and Tankers

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

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

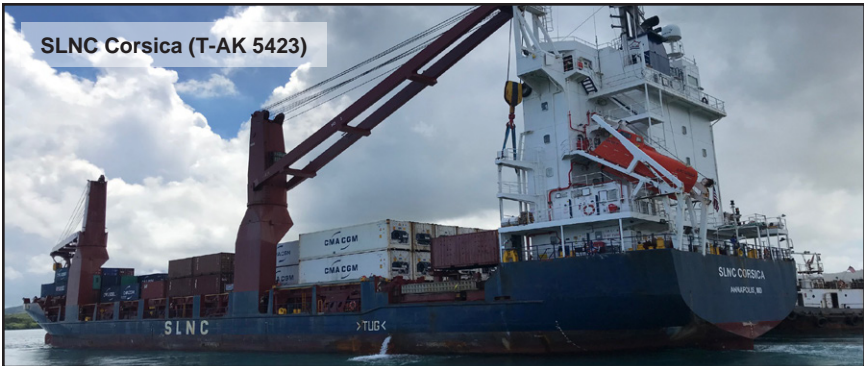
These ships are crewed by commercial mariners working for companies under contract to MSC.



Henry J. Kaiser-class underway replenishment oiler USNS Yukon (T-AO 202), right, conducts a consolidated loading with commercial tanker MT Empire State. (U.S. Navy photo)

Dry Cargo and Tankers

Dry Cargo



Provides worldwide port-to-port dry cargo shipping worldwide.

T-AK 5423
T-AK 5526

SLNC CORSICA
MV MAERSK VALENCIA
T/B SEA EAGLE / MB 1219

Technical Characteristics

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

Dry Cargo and Tankers

Tankers

MT Evergreen State (T-AOT 5205)



Delivers petroleum products to DOD storage and distribution facilities worldwide.

T-AOT 5193
T-AOT 5205
T-AOT 5246
T-AOT 5356
T-AOT 5419

MT EMPIRE STATE
MT EVERGREEN STATE
MT MAERSK PEARY
MT SLNC PAX
MT SLNC GOODWILL

Technical Characteristics

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

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

Type Commander (TYCOM) Responsibilities

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

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

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

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



USNS Carl Brashear (T-AKE 7) brings supplies to the aircraft carrier USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Brandon Richardson)

Adaptive Force Package

The Adaptive Force Package Program Office (PM9) is charged with providing the equipment to support, and directing the executing of, mission packages deployed on MSC vessels that provide operational commanders with additional capability, above and beyond that of the baseline vessel, where and when needed. The AFP program is also responsible for the life cycle management of mission support equipment (modular office, laundry, food storage, IT equipment) required to support mission packages.

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



Civil service mariners install an adaptive force package onboard USNS City of Bismarck (T-EPF 9). (U.S. Navy photo)

MSC Workforce

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

There are two labor models for crewing aboard MSC ships. On government-operated vessels, the crew consists of civil service mariners who are personnel

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

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

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

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

Funding

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

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

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

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

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

MSC may also charter ships as needed.

The U.S. Maritime Administration (MARAD)

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

The Ready Reserve Force (RRF)

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

Voluntary Intermodal Sealift Agreement (VISA)

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

Maritime Security Program (MSP)

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



MILITARY SEALIFT COMMAND EMPLOYMENT

U.S. GOVERNMENT WORKFORCE

FY 2020

Civil Service Mariners 5,594

Military (Active Component) 340

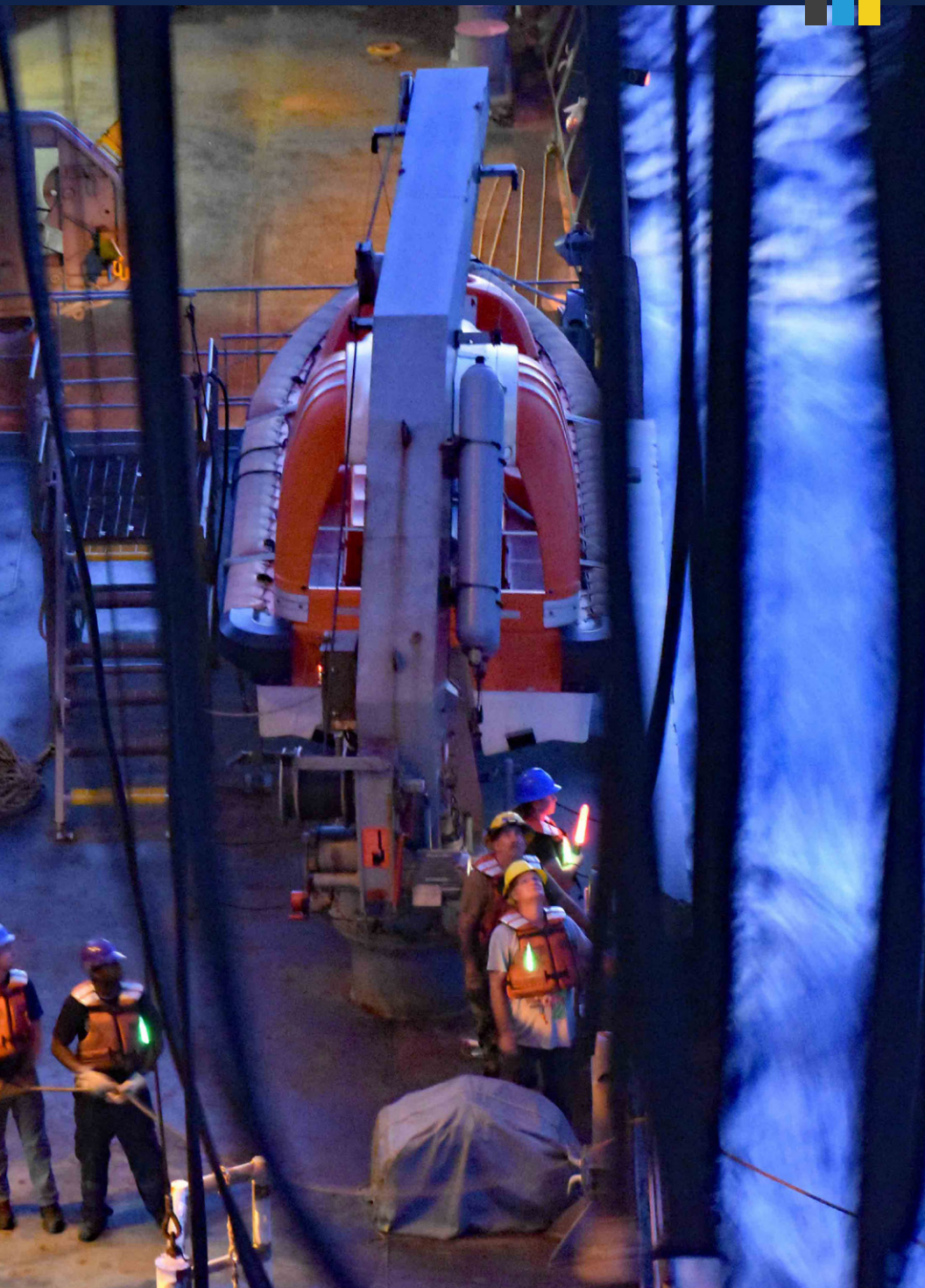
Military (Reserve Component) 963

Civilian 1,391

COMMERCIAL MARINERS 1,400

TOTAL PERSONNEL 9,688





Command and Control

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

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

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

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

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

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

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

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

*** Regional combatant commander, vice USTRANSCOM

COMBAT LOGISTICS FORCE

31

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

SPECIAL MISSION

20

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

PREPOSITIONING AND SEABASING

17

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

FLEET SUPPORT AND SPECIAL MISSION

SERVICE SUPPORT

15

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

EXPEDITIONARY FAST TRANSPORT

14

- 12 Expeditionary Fast Transport
- 2 High-Speed Transport

COMBATANT COMMAND SUPPORT

32

- 15 Surge Sealift
- 10 Large, Medium-Speed, Roll-on/Roll-off Ship
- 5 Roll-on/Roll-off Container Ship
- 5 Tankers
- 3 Dry Cargo Ship
- 7 Army Prepositioned Stocks
- 5 Large, Medium-Speed, Roll-on/Roll-off Ship
- 2 Container Ship
- 2 Air Force Container Ship

U.S. MARITIME ADMINISTRATION READY RESERVE FORCE

46

- 27 Roll-on/Roll-off Ship
- 8 Fast Sealift Ship
- 6 Auxiliary Crane Ship
- 2 Heavy-lift Ship
- 2 Aviation Maintenance Ship
- 1 Offshore Petroleum Distribution Support Ship



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DELIVERING WARFIGHTING EFFECTIVENESS