



2023 HANDBOOK



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



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Information is current as of January 2023



Military Sealift Command Headquarters, Norfolk, Virginia

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

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

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

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

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

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



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

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

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

Headquarters Organization



U.S. Transportation Command

- 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.



U.S. Fleet Forces Command

- 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.



Assistant Secretary of the Navy for Research, Development and Acquisition

- 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.



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

Combat Logistics Force

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

Fleet Support and Special Mission

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

Special Mission

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

Prepositioning

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

Expeditionary Fast Transport

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

Service Support

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

Combatant Command Support

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

Sealift/Army and Air Force Prepositioning Ships

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

Dry Cargo and Tankers

MSC has five long-term chartered commercial tankers, and various short-term chartered commercial tankers. These ships transport refined petroleum products between commercial refineries and DOD storage and distribution facilities worldwide for Defense Logistics Agency-Energy, which procures and manages fuel for all of DOD. Four long-term chartered Medium Range (MR) tankers provide consolidation operations (CONSOL) to MSC's Combat Logistic Force (CLF). These ships are crewed by commercial mariners working for companies under contract to MSC

Adaptive Force Package

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

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

Area Command Organization

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

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

Ship Support

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

Reserve Units

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

MSC Offices

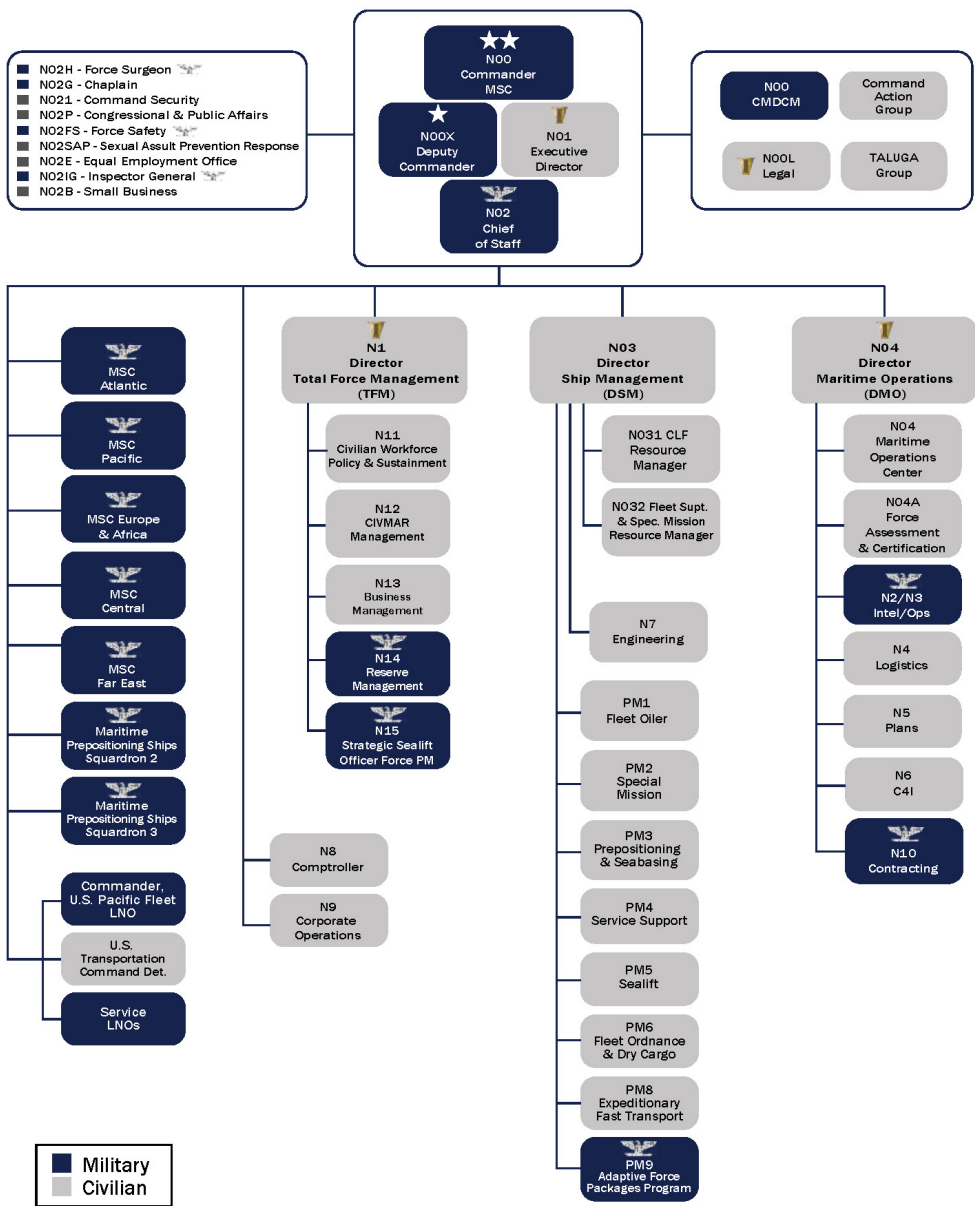
Located in ports where MSC conducts regular, sustained operations, MSC offices provide direct support to MSC ships and act as MSC's liaison with local commands. Responsibilities include coordination of logistics, husbanding services and port loading. Assistance to ships may also include coordinating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

MSC HQ Detachment and Liaison Office

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

Strategic Sealift Officer Force

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



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	646-2776
Program Manager, Fleet Oiler	757-443-2883	646-2883
Program Manager, Special Mission	757-443-5957	646-5957
Program Manager, Prepositioning	757-443-0870	646-0870
Program Manager, Service Support	757-443-2780	646-2780
Program Manager, Sealift	757-443-5614	646-5614
Program Manager, Fleet Ordnance and Dry Cargo	757-443-5041	646-5041
Program Manager, Expeditionary Fast Transport	757-443-2437	646-2437
Program Manager, Adaptive Force Packages	757-443-0871	646-8071
Director, Maritime Operations	757-443-2700	646-2700
Deputy Director, Maritime Operations	757-443-2776	646-2776
Director, Operations/Plans	757-443-0952	646-0952
Director, Logistics	757-443-2817	646-2817
Director, Command, Control, Communications and Computer Systems	757-443-2893	646-2893
Director, Engineering	757-341-5519	646-5519
Comptroller	757-443-3905	646-3905
Director, Corporate Operations	757-341-3430	646-3430
Director, Contracts and Business Management	757-341-2308	646-2308
CIVMAR Support Center	800-793-5784	
Medical Readiness	757-443-5771	
Marine Placement	757-443-5922	
Force Safety	757-341-5662	
Sexual Assault Prevention and Response	757-803-4530	
Chaplain	757-443-3973	
Navy Civilian Employee Assistance	844-366-2327	
National Suicide Prevention Lifeline	800-273-8255	

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

Fleet Oiler

Fleet Replenishment Oiler

USNS Rappahannock (T-AO 204)



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

T-AO 187	USNS HENRY J. KAISER
T-AO 188	USNS JOSHUA HUMPHREYS
T-AO 189	USNS JOHN LENTHALL
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
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

Fleet Replenishment Oiler

USNS John Lewis (T-AO 205)



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

T-AO 205	USNS JOHN LEWIS
T-AO 206	USNS HARVEY MILK
T-AO 207	USNS EARL WARREN

Technical Characteristics

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

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

Fleet Ordnance and Dry Cargo

Dry Cargo/Ammunition Ship

USNS William McLean (T-AKE 12)



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

T-AKE 1	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
 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
T-AOE 8

USNS SUPPLY
USNS ARCTIC

Technical Characteristics

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

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

Special Mission

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

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

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



Special Mission

Missile Range Instrumentation Ship



Monitors missile launches and collects data.

T-AGM 25

USNS HOWARD O. LORENZEN

Technical Characteristics

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

Special Mission

Ocean Surveillance Ship



Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 19	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: Contract Mariners, Military
Government-owned

Special Mission

Ocean Surveillance Ship

USNS Impeccable (T-AGOS 23)



Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 23 **USNS IMPECCABLE**

Technical Characteristics

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

Special Mission

Ocean Surveillance Ship



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

HOS RED ROCK (SURTASS-E)

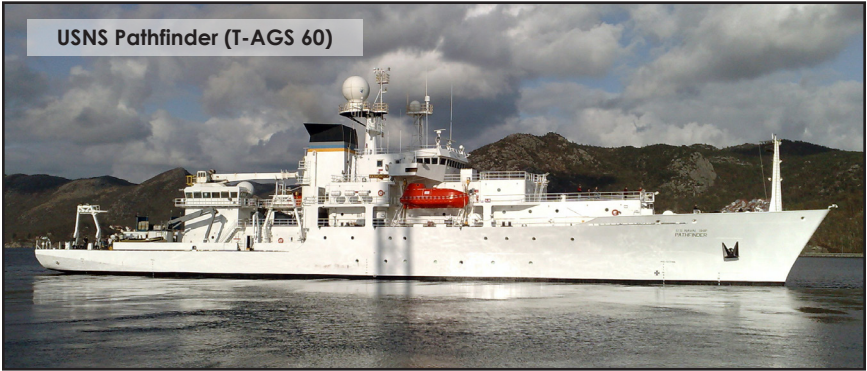
Technical Characteristics

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

Special Mission

Oceanographic Survey Ship

USNS Pathfinder (T-AGS 60)



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

T-AGS 60	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: Contract Mariners, Military
Government-owned

Special Mission

Sea-based X-band Radar

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



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

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

Technical Characteristics

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

Special Mission

Sea-based X-band Radar Support Ship



Support vessel for the SBX, supplying materials and personnel.

MV HERCULES

Technical Characteristics

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

Special Mission

Cable Laying / Repair Ship

USNS Zeus (T-ARC 7)



Transports, deploys, retrieves and repairs undersea cables.

T-ARC 7

USNS ZEUS

Technical Characteristics

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

Special Mission

Cable Laying / Repair Ship

CS Global Sentinel



Transports, deploys, retrieves and repairs undersea cables.

CS GLOBAL SENTINEL

Technical Characteristics

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

Special Mission

Navigation Test Support Ship

USNS Waters (T-AGS 45)



Assists with submarine weapons and navigation system testing.

T-AGS 45 USNS WATERS

Technical Characteristics

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

Special Mission

Submarine and Special Warfare Support

USNS Westwind (T-AGSE 2)



Supports the Navy's submarine and special warfare requirements.

T-AGSE 1	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
Crew: Contract Mariners
Government-owned

Prepositioning and Seabasing

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

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

MSC's prepositioning ships include 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 in the Indian Ocean, and MPS Squadron Three in western Pacific Ocean.

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

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



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

Prepositioning and Seabasing

Maritime Prepositioning Force Roll-On / Roll-Off

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



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

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

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

Technical Characteristics

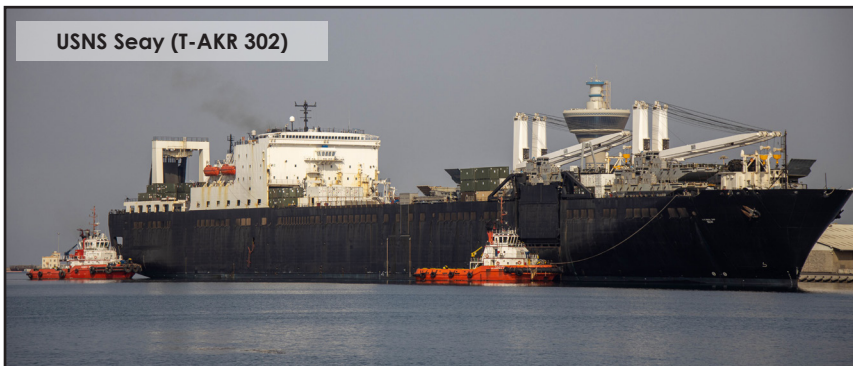
Length 673.2 ft, Beam 105.5 ft, Draft 33 ft
Displacement 46,111 tons, Speed 17.7 kts
Crew: Contract Mariners
Government-owned

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

Prepositioning and Seabasing

Maritime Prepositioning Force LMSR

USNS Seay (T-AKR 302)



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: Contract Mariners
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: Contract Mariners
Government-owned

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

Prepositioning and Seabasing

Maritime Prepositioning Force Expeditionary Transfer Dock

USNS Montford Point (T-ESD 1)



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

T-ESD 1
T-ESD 2

USNS MONTFORD POINT
USNS JOHN GLENN

Technical Characteristics

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

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

Prepositioning and Seabasing

Expeditionary Sea Base

USS Hershel "Woody" Williams (ESB 4)



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

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

Technical Characteristics

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

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

Prepositioning and Seabasing

Offshore Petroleum Distribution System

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



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

T-AG 5001
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: Contract Mariners
Government-owned

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

Service Support

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

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



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

Service Support

Hospital Ship

USNS Comfort (T-AH 20)



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

T-AH 19
T-AH 20

USNS MERCY
USNS COMFORT

Technical Characteristics

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

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

Service Support

Rescue and Salvage Ship

USNS Grasp (T-ARS 51)



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

T-ARS 51
T-ARS 52

USNS GRASP
USNS SALVOR

Technical Characteristics

Length 255 ft, Beam 51 ft, Draft 17 ft
Displacement 3,336 tons, Speed 14 kts
Crew: Civil Service Mariners, Military
Government-owned

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

Service Support Submarine Tender

USS Frank Cable (AS 40)



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

AS 39
AS 40

USS EMORY S. LAND
USS FRANK CABLE

Technical Characteristics

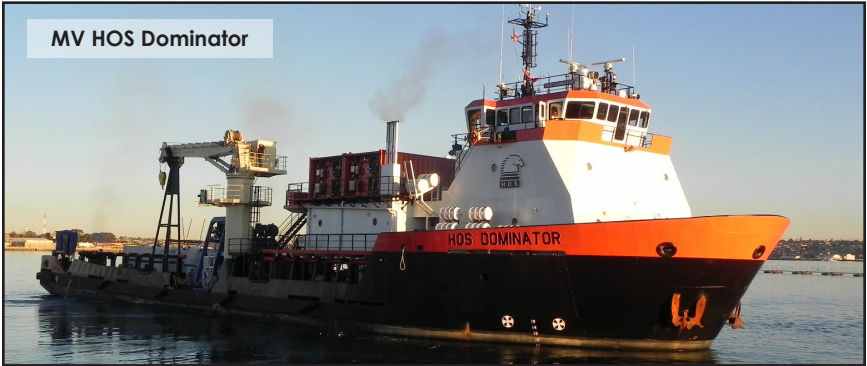
Length 644 ft, Beam 85 ft, Draft 26 ft
Displacement 23,000 tons, Speed 20 kts
Crew: Civil Service Mariners, Military
Government-owned

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

Service Support

Submarine and Special Warfare Support

MV HOS Dominator



Supports the Navy's submarine and special warfare requirements.

MV HOS DOMINATOR

Technical Characteristics

MV Dimensions

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

Displacement: 3,655/1,599 tons

Crew: Contract Mariners

Contractor-owned

Service Support

Submarine and Special Warfare Support



Supports the Navy's submarines and expeditionary forces.

MV HOS MALAMA

Technical Characteristics

MV Dimensions

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

Displacement: 340/65 tons

Crew: Contract Mariners

Contractor-owned

Service Support Fleet Ocean Tug



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

T-ATF 168

USNS CATAWBA

Technical Characteristics

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

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

Service Support

Fleet Ocean Tug

MV Gary Chouest



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

MV GARY CHOUEST

Technical Characteristics

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

Service Support Command Ship



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

LCC 20

USS MOUNT WHITNEY

Technical Characteristics

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

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

Service Support

Fleet Experimentation



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

OSV OCEAN VALOR

Technical Characteristics

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

Service Support

Fleet Experimentation



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

OSV HOS RESOLUTION

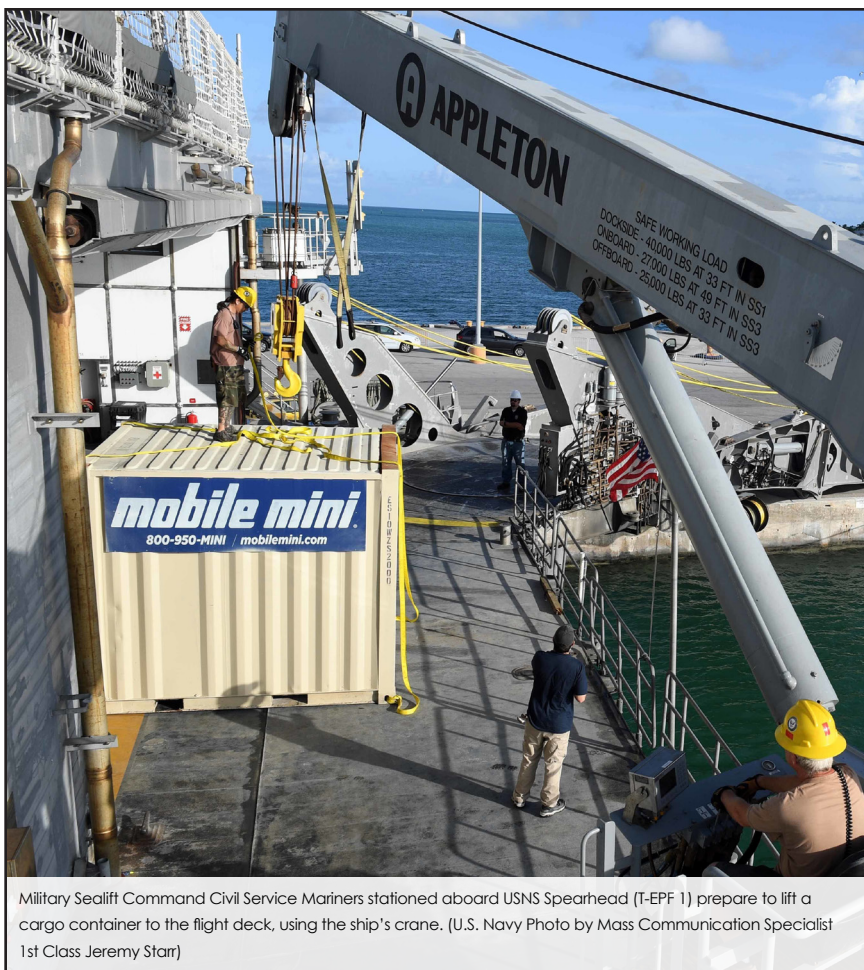
Technical Characteristics

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

Expeditionary Fast Transport

Expeditionary Fast Transports (EPF), 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.



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

Expeditionary Fast Transport

Expeditionary Fast Transport

USNS Burlington (T-EPF 10)



High-speed ship capable of rapid intratheater military transport.

T-EPF 1	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
T-EPF 13	USNS APALACHICOLA

Technical Characteristics

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

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

Expeditionary Fast Transport

High-Speed Transport

USNS Guam (HST 1)



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

HST 1
HST 2

USNS GUAM
FORMER MV ALAKAI

Technical Characteristics

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

Capacity: 24,500 sq ft

Sealift/Army and Air Force Preposition

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

Six Watson-class large, medium-speed, roll-on/roll-off (LMSR) ships support Army Preposition stocks. LMSR ships are largest government-owned cargo ships that carry heavy armored vehicles and equipment. Each LMSR is capable of lifting more than 300,000 square feet of rolling stock and containerized cargo and can travel at speeds up to 24 knots. LMSRs are capable of off-loading cargo onto floating barges or lighterage when operating in ports that have been damaged or do not possess cargo cranes. The Army's prepositioning program also includes two container ships (T-AK).

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



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

Sealift/Army and Air Force Preposition

Army Prepositioned Stocks LMSR and Container

USNS Red Cloud (T-AKR 313)



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

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

Technical Characteristics

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

Capacity: 392,627 sq ft

Sealift/Army and Air Force Preposition

Army Prepositioned Stocks 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: Contract Mariner
Contractor-owned

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

Sealift/Army and Air Force Preposition

Air Force Container

MV Bernard F. Fisher (T-AK 4396)



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

T-AK 4396
T-AK 5362

MV BERNARD F. FISHER
MV CAPT DAVID I. LYON

Technical Characteristics

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

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.

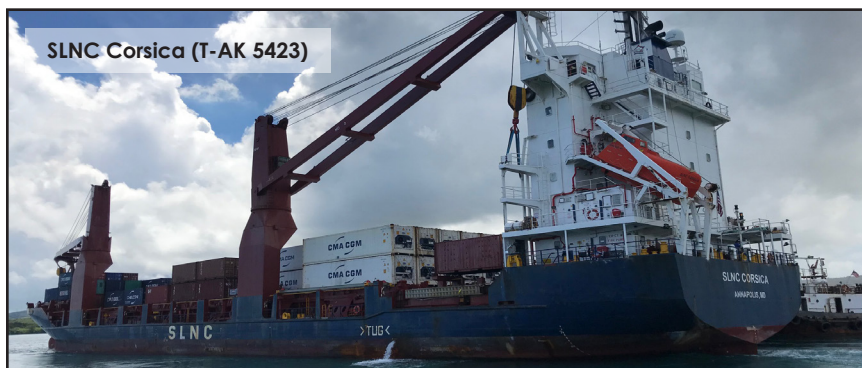
MSC has five long-term chartered commercial tankers, and various short-term time chartered commercial tankers. These ships transport refined petroleum products between commercial refineries and DOD storage and distribution facilities worldwide for Defense Logistics Agency-Energy, which procures and manages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

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



Dry Cargo and Tankers

Dry Cargo



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

T-AK 5423

SLNC CORSICA

Technical Characteristics

Length 330/144 ft, Beam 53/150 ft
Displacement 9,295/440 tons, Speed 15/8 kts
Crew: Contract Mariner, Military
Contractor-owned

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 5356
T-AOT 5419
T-AOT 5563

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

Technical Characteristics

Length 600 / 591 / 621 / 604 / 600 ft

Beam 106 / 105 / 106 / 71 / 131 ft

Draft 42 / 34 / 41 / 28 ft

Displacement 58,746 / 47,876 / 62,174 / 26,884 / 65,200 tons

Speed 14.8 kts

Crew: Contract Mariner

Contractor-owned

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

Type Commander (TYCOM) Responsibilities

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

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

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

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



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

Adaptive Force Package

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

MSC Workforce

MSC has a total workforce of more than 9,633 people worldwide, most of whom serve at sea. More than half of MSC's workforce is made up of civil service mariners who are federal employees. The remainder includes contract commercial mariners, civil service personnel ashore and active-duty and reserve military members.

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

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

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

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

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

Funding

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

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

Unlike private industry that budgets to make a profit, the goal of the Working Capital Fund is to break even, i.e., charges levied on customers equal MSC's expenses and no more. MSC has an annual operating budget of approximately \$4.4 billion.

It is critical to the national interest that sealift assets are available to transport cargo during time of war or national crises. 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 2022

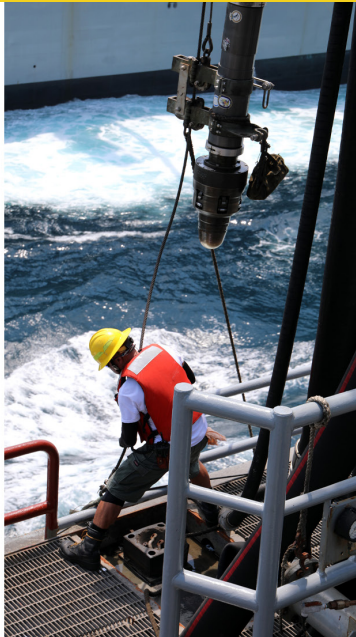
Civil Service Mariners	5,584
Military (Active Component)	366
Military (Reserve Component)	955
Civilian	1,328

COMMERCIAL MARINERS

1,400

TOTAL PERSONNEL

9,633



Command and Control

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

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

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

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

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

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

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

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

*** Regional combatant commander, vice USTRANSCOM

COMBAT LOGISTICS FORCE

32

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

SPECIAL MISSION

21

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

FLEET SUPPORT AND SPECIAL MISSION

PREPOSITIONING AND SEABASING

18

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

SERVICE SUPPORT

14

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

EXPEDITIONARY FAST TRANSPORT

15

- 13 Expeditionary Fast Transport
- 2 High-Speed Transport

COMBATANT COMMAND SUPPORT

16

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

U.S. MARITIME ADMINISTRATION READY RESERVE FORCE

41

- 33 Roll-on/Roll-off Ship
- 4 Auxiliary Crane Ship
- 1 Heavy-lift Ship
- 2 Aviation Maintenance Ship
- 1 Offshore Petroleum Distribution Support Ship



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