The U.S. Navy's

MILITARY SEALIFT COMMAND

2025 HANDBOOK

TABLE OF CONTENTS

Executive Summary 2
Our Mission 4
Command and Control 5
Organization Structure 8
MSC Workforce 9
Fleet Operations 11
Nested Communication 12
- Campaign Plan 13
- Workforce Initiative 14
- New Ships 15
- Ship Repair and Maintenance 18
- Surge Sealift Recapitalization 19
- VISA, MSP and TSP 20
- U.S. Maritime Administration and Ready Reserve Force 21
- Partnerships 22
- Innovation and Capability Development 23
- Cybersecurity and Information Technology 24

MSC Ships 25
- Combat Logistics Force. 26
- Special Mission. 31
- Prepositioning and Seabasing 41
- Fleet Support 48
- Dry Cargo and Tankers 61

MSC Points of Contact 66

Information as of February 2025

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.

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

The MSC Fleet includes cargo vessels, tankers, naval auxiliaries, and a variety of special mission ships. MSC ships are underway around the world to serve joint warfighters and call on ports in every continent, including Antarctica.

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

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

EXECUTIVE SUMMARY

MSC is a $5 billion organization which provides services to the Navy, Army, Air Force, Marine Corps, Coast Guard, Space Force, U.S. Transportation Command, Missile Defense Agency, and other U.S. government agencies.

Worldwide operations are funded through two working capital funds. The Navy Working Capital Fund is used to support Navy Fleet Commanders and other Department of Defense entities. The Transportation Working Capital Fund is used to support sealift services.

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

In 2024, MSC celebrated its 75th anniversary. Stood up in 1949, MSC, then called Military Sea Transportation Service, became the single managing agency for the Department of Defense's ocean transportation needs. MSC has been present during every major conflict since World War II, providing vital logistics and operational support to the U.S. Navy and Joint Force around the globe.

MSC is focused on continuing to achieve maritime success in a contested logistics environment by developing new technologies and strategies. The next decade will see the delivery of new ships with modernized systems, and emerging capabilities such as; new connectors, unmanned aerial resupply, and expeditionary munitions reload to better support distributed maritime logistics and no-fail mission sustainment as MSC supports the warfighter for the next 75 years.

OUR MISSION

Military Sealift Command exists to support the joint warfighter across the full spectrum of military operations. MSC delivers agile logistics, strategic sealift, as well as specialized missions anywhere in the world, under any conditions, 24/7, 365 days a year. MSC executes "no-fail" sustainment and service support missions for warfighters across the globe. Our ships are ready and crews trained to fully integrate with Fleet and joint forces in contested environments.

Commander's Priorities

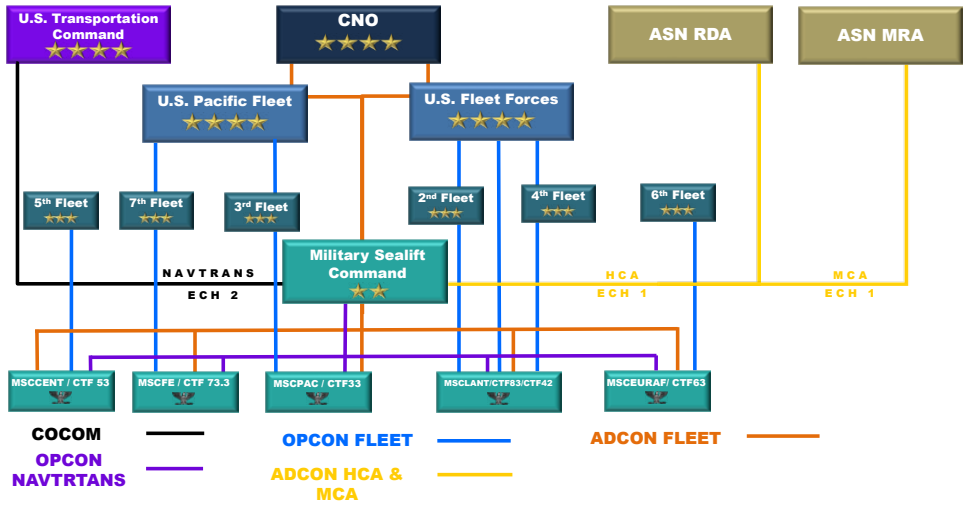
Mission Assurance
Man, train and equip the MSC fleet to enable mission execution from competition through escalation to armed conflict

Warfighting Effectiveness
Develop, resource, and integrate workforce, capabilities and force structure to execute mission at scale and pace required in combat

Workforce Resiliency and Safety
Sustain the high standards of professionalism and safety while promoting a diverse and talented workforce

Drive Decision Advantage
Develop and sustain data analytics and information sharing that enables enterprise-wide collaboration and agile decision making

COMMAND AND CONTROL



HIGHER HEADQUARTERS

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.

U.S. Pacific Fleet

MSC reports to U.S. Pacific Fleet for Navy-unique matters.

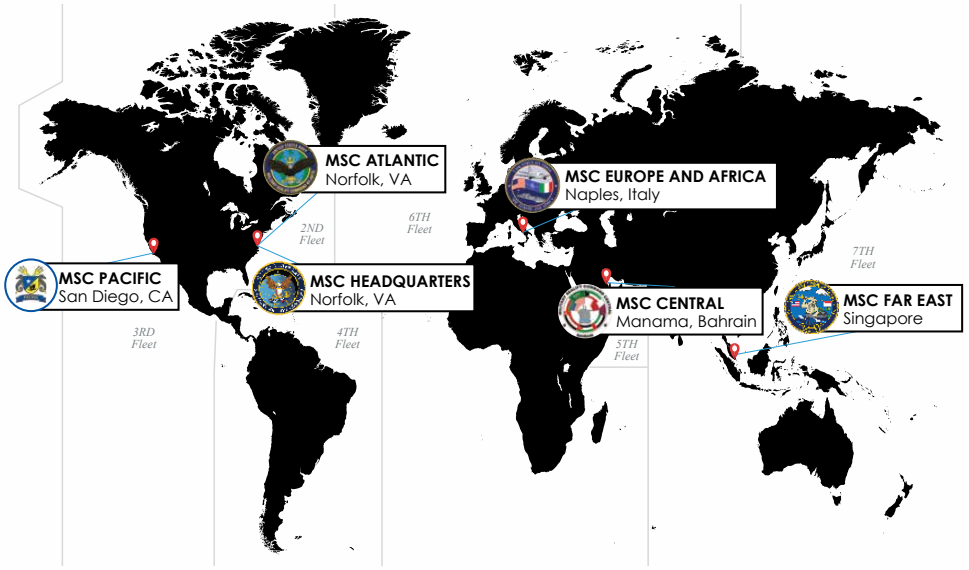
COMPACFLT provides combat-ready forces forward to Numbered Fleets and Combatant Commanders around the globe in support of United States national interests.

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.

Military Sealift Command



Area Commands

MSC is represented by five geographic Area Commands, which exercise tactical control of all assigned U.S. Transportation Command 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.

COMMAND AND CONTROL

Ship Support

Ashore staff is responsible to the Area Commands for local coordination, engineering, contracting and Information Technology (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 the Combat Logistics Force. Afloat rig teams support weapons and refueling operations, provide integrated sustainment and logistics support to joint forces at expeditionary sea ports of debarkation and embarkation, deliver 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.

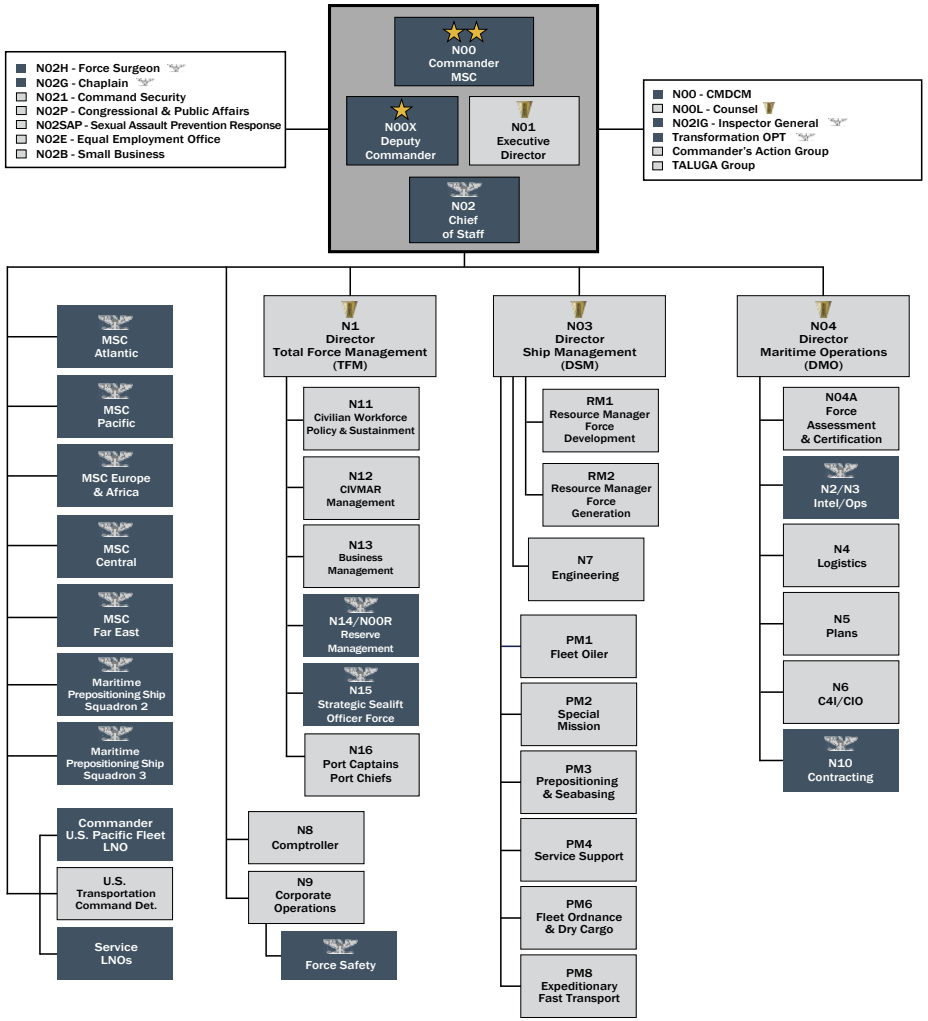
MSC HQ Detachment and Liaison Office

MSC headquarters has a detachment to U.S. Transportation Command 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.

ORGANIZATION STRUCTURE



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 employed directly by MSC and are issued Department of Defense 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 (LCC 20), USS Frank Cable (AS 40), USS Emory S. Land (AS 39), USS Lewis B. Puller (ESB 3), USS Hershel "Woody" Williams (ESB 4), USS Miguel Keith (ESB 5), and USS John L. Canley (ESB 6) 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.

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

MILITARY SEALIFT COMMAND EMPLOYMENT

U.S. GOVERNMENT WORKFORCE	
Civil Service Mariners	**6,093**
Military (Active Component)	**453**
Military (Reserve Component)	**230**
Civilian	**1,538**
COMMERCIAL MARINERS	**1,400**
TOTAL PERSONNEL	**9,714**

The Navy Reserve is MSC's workforce solution for surge mission sets. As the Navy Component to U.S. Transportation Command, MSC serves as the Sealift Operational Commander and force employer responsible for training the Strategic Sealift Readiness Group (SSRG). In FY 2024, MSC maintained 26 Reserve units supported by 889 Selected Reservists, and 2,387 Individual Ready Reserve (IRR) Strategic Sealift Officers (SSO).

Cargo Afloat Rig Teams: Provide qualified and experienced underway replenishment rig teams to augment U.S. government civil service crews on combat logistics force (CLF) platforms. MSC has five CART units providing 12 rig teams.

Expeditionary Port Units: Provide liaison and ship husbandry support for forward-deployed port operations. MSC has 10 EPUs aligned under MSC's five area commanders.

HQ Support Units: Provide trained watch standers and staff support personnel to augment MSC HQ, U.S. Transportation Command MSC Detachment at Scott Air Force Base, Illinois, and the five Area Command staffs. MSC has eight HQ support units. The HQ logistics support unit provides support to operational logistics and Fleet sustainment. HQ units provide augment support for headquarters duties including Battle Watch, N3, N6, and other divisions.

TACADs: Serve on ships under Naval Transportation (NAVTRANS) operational control. TACADs ensure the ship can complete its mission in a contested maritime environment by advising the ship's Master on threats and ways to mitigate those threats as well as train the crews to increase survivability. Mitigation measures are coordinated with MSCHQ, the Area Command, the Numbered Fleet Commanders, and other Department of Defense Forces.

Strategic Sealift Readiness Group: Provide warfare qualified Navy Reserve Officers with United States Coast Guard merchant mariner credentials and military training to support the activation, operation, and sustainment of the U.S. organic Strategic Sealift Fleet and in support to maritime domain operations, and the maritime industrial base throughout the continuum of conflict.

Combat Logistics Force
Sustain our Navy at and from the sea

Special Mission
Support oceanography, underwater surveillance, missile tracking, submarine, and special warfare

Prepositioning and Seabasing
Preposition combat cargo around the world and provide afloat forward staging bases

Fleet Support
Provide towing, rescue/salvage, hospital ships, and command and control platforms

Dry Cargo and Tankers
Move military equipment and supplies

NESTED COMMUNICATION

The **Department of Defense** provides clear guidance on how we will prioritize our efforts and resources to preserve maximum advantage against those who seek to threaten the security and prosperity of America or our allies and partners. All of MSC's communication efforts are nested under the missions, visions and priorities set forth by our senior leaders.

U.S. Transportation Command Priorities	• Get Ready. Excel in your daily mission and prepare to defeat any adversary. • Unite. Build teams at every level. • Be Decisive. Use your expertise and boldly exercise your authorities.
U.S. Fleet Forces Command Priorities	• Strategic Attacks against the Homeland are Deterred • Ready Forces are Consistently and Affordably Generated and Flowed to the Point of Need • A Resilient Fleet Capable to Maneuver with Lethal Effects in and through all Domains
U.S. Pacific Fleet Command Priorities	• Dominate Any Fight, Anytime. The driver in all we do is to ensure our naval force has the combat lethality and capabilities to take the fight to any enemy and win. • Enduring Partnerships. Our strength is not measured solely by military might. • Our Greatest Strength is our people. Our extraordinary team of Sailors, Marines, and Civilians underpin our effectiveness.

CAMPAIGN PLAN

The goal of MSC's Campaign Plan is to identify, define, execute and measure the success of MSC's key projects that align to being war-ready by December 2026.

- The desired end state is for MSC to be ready to fight at scale, speed and tempo in a contested maritime logistics environment by December 2026.
- MSC's Campaign Plan is focused on innovative maritime solutions responsive to unique joint warfighter requirements.
- The Campaign Plan provides a playbook to identify internal and external stakeholders and partners responsible to solve our most pressing challenges.
- MSC's Campaign Plan outlines the critical actions and outcomes for each member of the MSC staff to align and find themselves within the organization.

Global Maritime Campaign Plan Objectives

Dynamic, prioritized, and scalable enterprise force development and force generation model that supports **planned and emergent requirements in peacetime and in potential conflicts**

Appropriate authorities to (re)assign, (re)allocate, (re)prioritize, and employ capabilities **to meet global support requirements**, to include influence over a resource-informed vice platform-based concept of support that maximizes employment of high-demand, low-density logistics assets

Effective manning model that enables delivery of skilled, trained personnel at capacity required to execute the breadth of MSC missions while also sustaining quality of service for our military and civil service workforce, at sea and ashore

Robust, agile, and integrated network (information, systems, & analytic decision support) architecture that enables responsive operational and administrative C2 to **maneuver and sustain forces in a Denied, Disrupted, Intermittent, Limited (DDIL) environment**

Financial management construct that **timely aligns resources** to execute missions in accordance with planned and emergent operational requirements of supported commanders

Desired End State

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

WORKFORCE INITIATIVE

In 2024, the Navy launched a new initiative to restore the health of the Military Sealift Command workforce.

Nationally, the U.S. Merchant Marine workforce is facing a shortage of personnel to fill positions at sea, as it has become more challenging to attract interested Americans, impacting mariners employed by MSC.

MSC has also assumed broader logistics responsibilities and experienced higher mission demand for Navy operations in recent years, increasing the strain on the workforce and contributing to recruiting and retention challenges.

The initiative aims to generate more logistics support for fleet operations worldwide and address Civil Service Mariner recruitment and retention challenges.

The workforce initiative includes crew reassignments to higher priority vessels and the placement of some Military Sealift Command logistics support ships into extended maintenance periods.

The reassignments will provide an opportunity to redistribute manpower to ships meeting operational requirements worldwide.

The types of ships for the workforce initiative include Fleet Replenishment Oilers (T-AO), Dry Cargo/Ammunition Ships (T-AKE), Expeditionary Fast Transports (T-EPF), and Expeditionary Sea Bases (ESB).

NEW SHIPS

Fleet Replenishment Oiler (T-AO 205)

The John Lewis (T-AO 205) class oiler shipbuilding program is building a new class of fleet replenishment oilers. The primary role of Navy fleet replenishment oilers is to transfer fuel to Navy surface ships that are operating at sea, so as to extend the operating endurance of these surface ships and their embarked aircraft. The T-AO 205 will replace the Fleet Replenishment Oilers (T-AO). Improvements include increased dry stores capacity (from 100 to 418 pallets); dedicated Cargo Reefer plant with added capacity (from 124 to 430 pallets); aircraft refueling capability, and increased fueling rate (from 12K GPM to 15K GPM). The T-AO 205 will be a double hull tanker with a 40-year service life.

Salvage, Towing, and Rescue Ship (T-ATS 6)

Our ocean tug, and rescue and salvage classes will be replaced by a single salvage, ocean towing and submarine rescue ship. The planned 10-ship class; T-ATS 6-10 under construction at Bollinger Houma Shipyard; T-ATS 11-12 is under construction at Austal USA Shipyard; 13-15 under contract at Austal.

Cable Installation and Repair Ship (T-ARC 8)

USNS Zeus (T-ARC 7) is the first cable ship and only ship in class specifically built for the U.S. Navy. USNS Zeus is 40 years old and quickly progressing towards the end of design life. The ship's sponsor has initiated a recapitalization program based upon a modified commercial cable ship design. The ship is scheduled to deliver within the next decade.

Ocean Surveillance (T-AGOS 25)
The T-AGOS 25 ships are a recapitalization of the T-AGOS 19 and T-AGOS 23 Auxiliary General Ocean Surveillance classes with assets increasing from five to seven ships. The Surveillance Towed-Array Sensor System (SURTASS) will be procured separately as a Navy Program of Record. The mission handling system will be modified for increased crew safety and reliability and improved array deployment/retrieval times. SURTASS Operations Center civilian technicians, U.S. Navy Sailors and Embarked Security Teams will carry out mission tasks. The ships will normally operate independently as the mobile component of the Integrated Undersea Surveillance System; however, while in wartime and contingency operations, they will operate with designated maritime forces, which will provide defense as appropriate.

Oceanographic Survey Ship (T-AGS 67)
Multi-mission ship that will perform acoustic, biological, physical and geophysical surveys. The ship will be over 350 feet in length with an overall beam of 58. Follow on T-AGS(X) program, 8 ships, 2033-2050.

Submarine Tender (AS(X))
Replacement sub tender class; 2 ships, 2031-2035.

Expeditionary Fast Transport (T-EPF)
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 are 338-foot-long aluminum catamarans, complete with a 20,000-square-foot mission bay area that reconfigures quickly through the use of Adaptive Force Packages. EPFs have a crew of 26 Civil Service Mariners, with airline-style seating for 312 embarked troops and fixed berthing for an additional 104 military personnel. Fourteen EPFs have been delivered to MSC, two additional EPFs (T-EPF 15) USNS Point Loma and (T-EPF 16) USNS Lansing are under construction. Newly constructed EPFs will be categorized as Flight IA (T-EPF 13) and Flight II (T-EPFs 14-16), with capabilities such as 11m rigid hull inflatable boat, modification of the passenger seating area into additional berthing and general multi-use rooms, and a MV-22 capable flight deck.

Expeditionary Medical Ship (T-EMS)
Three expeditionary medical ships have been contracted for build at Austal; USNS Bethesda (T-EMS 1), USNS Balboa (T-EMS 2), and USNS Portsmouth (T-EMS 3).

Expeditionary Sea Base (T-ESB)
Expeditionary sea base ships are configured with a 52,000-square-foot flight deck, fuel and equipment storage, repair spaces, magazines, mission planning spaces and accommodations for up to 250 personnel. The ships are capable of supporting multiple missions including airborne mine countermeasures, counter piracy operations, maritime security operations, humanitarian-aid and disaster-relief missions and U.S. Marine Corps crisis response. They also support MH-53, MH-60 helicopters; and MV-22 Osprey. ESBs employ a hybrid crew concept, a method that has been proven in the past on commissioned warships and allows for operational flexibility in regions that demand innovative use of our forces. Five ships are operating in the fleet, with an additional ship under construction.

Other ship development and procurement programs:
Light Replenishment Oiler (T-AOL), formerly NGLS, T-AK/AKR, surge sealift/MPF.

SHIP REPAIR AND MAINTENANCE

MSC maintains ships at highest possible levels of readiness to ensure they are ready for tasking and can perform in the full spectrum of military operations.

Maintenance planning, certification and inspections drive our force generation models for the expected life service of our vessels.

MSC ships are built to commercial standards and our repair and maintenance efforts are executed with commercial partners.

Our standard logistics ship overhaul cycle includes:

- Drydocking as needed (EPFs require annual dry-docking) Mid-term Availabilities (MTA) every 12 months.
- Quarterly Voyage Repair (VR) periods.

MSC continues to improve ship repair planning and execution by:

- Using refined Life Cycle Planning tools and work package development.
- Developing ship actuary tables to better link planned maintenance days to ship age and equipment obsolescence.
- Linking assessments to planning and feeding into the work package development.
- Using MSC-wide Standard Work Items, Class Standard Items, and Planned Maintenance Industrial Assistance Items to standardize ship repair requirements.
- Better use of project management techniques and ship yard planning and scheduling requirements to track performance and hold ship yards accountable.

SURGE SEALIFT RECAPITALIZATION

In time of war, 90 percent of our nation's decisive force will travel by sealift.

As the maritime component to U.S. Transportation Command responsible for operating the sealift fleet, MSC recognizes the strategic importance of sealift. The organic surge sealift fleet provides a fast response lift capability for crisis or contingency scenarios and is crucial to meeting national security requirements.

Due to an aging sealift fleet (average age is 40 years) with degraded fleet readiness, sealift is U.S. Transportation Command's top readiness concern.

In order to meet global requirements, U.S. Transportation Command seeks to avoid loss of government-owned sealift capacity by working with Navy on a comprehensive plan to replace ships expected to age out of the fleet.

Focus areas include improved government oversight effectiveness, better resourcing of required maintenance and repair, and improving the efficiency of the operating and maintenance contracts.

The Navy, U.S. Transportation Command and the Maritime Administration are working together to codify a viable strategy to recapitalize the Department's sealift fleet.

Service life extensions will dramatically increase maintenance costs, but are required until the more cost-effective strategy of acquiring used vessels can provide stabilization as we build new ships at U.S. shipyards, which will provide the most effective capability and long-term utility to the fleet.

VISA, MSP AND TSP

Our American maritime ecosystem deserves our heightened attention. Open discussions are needed on the importance of a healthy and robust U.S. Merchant Marine, including the institutions that produce them. Key elements include a strongly resourced Voluntary Intermodal Sealift Agreement (VISA), Maritime Security Program (MSP), and Tanker Security Program (TSP); all designed to maintain and expand a U.S. flagged fleet and attract the talent needed to build, operate and maintain American ships.

Voluntary Intermodal Sealift Agreement (VISA)

VISA provides the Department of Defense with assured access to U.S.-flagged commercial ships, crews, related equipment and intermodal systems to meet Department of Defense contingency requirements. This concept is modeled after the Department of Defense's civil reserve air fleet program. Carriers commit all or specified portions of their fleet to meet time-phased Department of Defense contingency requirements in exchange for a preference to receive Department of Defense 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 (MS)

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

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

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

Tanker Security Program (TSP)

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

U.S. MARITIME ADMINISTRATION AND THE READY RESERVE FORCE

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

1. Maritime Administration vessels in the Ready Reserve Force.
2. Commercial ships enrolled in the Voluntary Intermodal Sealift Agreement (VISA), which includes all ships in the Maritime Security Program (MSP). MSC may also charter ships as needed.

The U.S. Maritime Administration (MARAD)

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

The Ready Reserve Force (RRF)

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

Strategically Positioned. Some RRF ships are anchored with the NDRF homeport in Beaumont, Texas, but most are anchored at various U.S. "outports" around the country, a combination of government and commercial facilities selected by military planners to minimize sailing time to strategic locations. Outported RRF ships are also used by the Army and Navy for cargo-handling exercises, and by various law enforcement agencies for homeland security training.

At-the-Ready. RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status and then sail to designated loading berths. Prior to being activated, commercial U.S. ship managers provide systems maintenance, equipment repairs, logistics support, activation, manning, and operations management by contract. The RRF is periodically tested by DoD-driven activations of ships for military cargo operations and exercises.

Crewed by Mariners. Ships in priority readiness have Reduced Operating Status (ROS) maintenance crews of about 10 commercial Merchant Mariners that are then supplemented by additional mariners on a situational basis once activated.

PARTNERSHIPS

MSC establishes, fosters, and maintains strategic relationships with various organizations that mutually strengthen one another in support of the U.S. National Defense Strategy's line of effort to "Strengthen Alliance and Attract New Partners."

Mutually beneficial partnerships provide complementary capabilities along with unique perspectives, regional relationships, and information that improve our understanding of the environment and expand our options.

We conduct frank and open discussion about today's challenging maritime environment and why we are adapting in order to ensure that we can provide essential assured logistics and service support to the warfighter in the future.

Working together, we can overcome obstacles and seek innovative solutions that will enable us to adapt to the changing operational environment.

Our partners expand our scope of operations by providing additional tools to accomplish the mission. Said another way, we cannot accomplish our mission without maintaining strategic relationships with organizations that mutually strengthen one another.

It is only through a team effort that we continue to remain the premiere maritime logistics force in the world.

INNOVATION AND CAPABILITY DEVELOPMENT

MSC established the "Taluga Group" to search for innovative ideas and practices and explore opportunities to gain competitive advantage, investigate and uncover challenges or vulnerabilities not yet seen, and generate solutions to questions not yet asked.

With a focus on experimental learning and technological advantages, we are evaluating the use of emerging and alternative vessels, systems, technologies, and capabilities as logistics force multipliers.

Using logistics-focused concepts, we identify areas for improvement, make changes, then test and validate new doctrine and logistics delivery capabilities to the warfighter.

To ensure that we are learning as fast as possible, MSC is:

- Actively participating in concept development, war-gaming, experimentation and tactical development to assess logistics challenges
- Coordinating with the war-gaming community to inject realism into the "last logistical mile" of wargames and ensure associated logistics challenges are incorporated throughout
- Establishing cross functional teams to examine current and future logistics operations to determine potential gaps in order to remain relevant across the full spectrum of military campaigns

MSC continuously pursues new and innovative ways to employ technology to increase efficiency and reduce costs while fulfilling mission requirements, to include:

- Developing innovative, scalable theatre fuel sustainment strategies that increase capacity and capability during wartime operations (e.g., CONSOL, lightering, etc.)
- Identifying alternative wartime supply chain models to assure logistics in a contested environment
- Conduct innovative experiments and demonstrations with alternative logistics platforms (i.e. Offshore Support Vessels for fuel and logistics support; Vertical Launch System rearming; LMSRs as an alternative ordnance delivery vessel; and unmanned aerial/surface vehicles to support logistics and force protection missions)

CYBERSECURITY AND INFORMATION TECHNOLOGY

Cyber threats to U.S. national and economic security are increasing in frequency, scale, sophistication and severity of impact. The ranges of cyber threat actors, methods of attack, targeted systems and victims are also expanding.

Vigilance and ensuring a robust defense-in-depth framework that incorporates people, processes and technology to assure our networks are safe is key.

We need to develop innovative, practical and measurable solutions for emerging cyberspace challenges.

Cybersecurity is about partnerships, demanding a whole-of-government approach and coordination with commercial partners.

MSC focuses on leading-edge cyber knowledge and resilience across our enterprise by:

- Examining the communications requirements within a contested environment
- Developing, programing, and deploying mobile, embarkable communications capabilities
- Reviewing new installations and system procurements to ensure cybersecurity compliance
- Ensuring RRF ships meet industry, government and military cybersecurity standards
- Increase "opacity" of our Information Technology systems
- Assessing the cyber vulnerability of our ships and key partner software systems
- Creating a comprehensive strategy to transition to cloud-based services where appropriate

The maritime landscape is changing and in order for ships to survive in a cyber contested, degraded, or denied environment, we are going to have to change.

MSC SHIPS

COMBAT LOGISTICS FORCE	34	18 Fleet Replenishment Oiler 14 Dry Cargo/Ammunition Ship 2 Fast Combat Support Ship
SPECIAL MISSION	21	1 Missile Range Instrumentation Ship 7 Ocean Surveillance Ship 6 Oceanographic Survey Ship 1 Sea-based X-band Radar Ship 1 Cable Laying/Repair Ship 1 Navigation Test Support Ship 4 Submarine Support Ship
PREPOSITIONING AND SEABASING	27	11 Maritime Prepositioning Force 9 LMSR or Roll-on/Roll-off Container Ship 2 Expeditionary Transfer Dock 2 Offshore Petroleum Distribution Ship 7 Army Prepostioned Stocks 2 Air Force Prepositioning Container 5 Expeditionary Sea Base
FLEET SUPPORT	27	2 Hospital Ship 2 Rescue and Salvage Ship 2 Submarine Tender 4 Submarine and Special Warfare Support Ship 2 Fleet Ocean Tug 1 Command Ship 2 Fleet Experimentation Ship 10 Expeditionary Fast Transport 2 High-Speed Transport
DRY CARGO AND TANKERS	13	1 Dry Cargo 12 Tankers
U.S. MARITIME ADMINISTRATION READY RESERVE FORCE	48	42 Roll-on/Roll-off Ship 4 Auxiliary Crane Ship 2 Aviation Maintenance Ship

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

FLEET REPLENISHMENT OILER

Provides underway replenishment of fuel, fleet cargo and stores to 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

GOVERNMENT-OWNED

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

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

FLEET REPLENISHMENT OILER

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**
T-AO 208	**USNS Robert F. Kennedy**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 746 ft, **Beam** 106 ft, **Draft** 34 ft
Displacement 49,850 tons, **Speed** 20 kts

Crew: Civil Service Mariners

Capacities:
6,675 tons dry cargo
1,716 tons refrigerated stores
156,000 bbls cargo fuel

COMBAT LOGISTICS FORCE

DRY CARGO / AMMUNITION SHIP

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

GOVERNMENT-OWNED

Length 689 ft, **Beam** 106 ft, **Draft** 30 ft
Displacement 41,000 tons, Speed 20 kts

Crew: Civil Service Mariners

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

FAST COMBAT SUPPORT SHIP

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

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

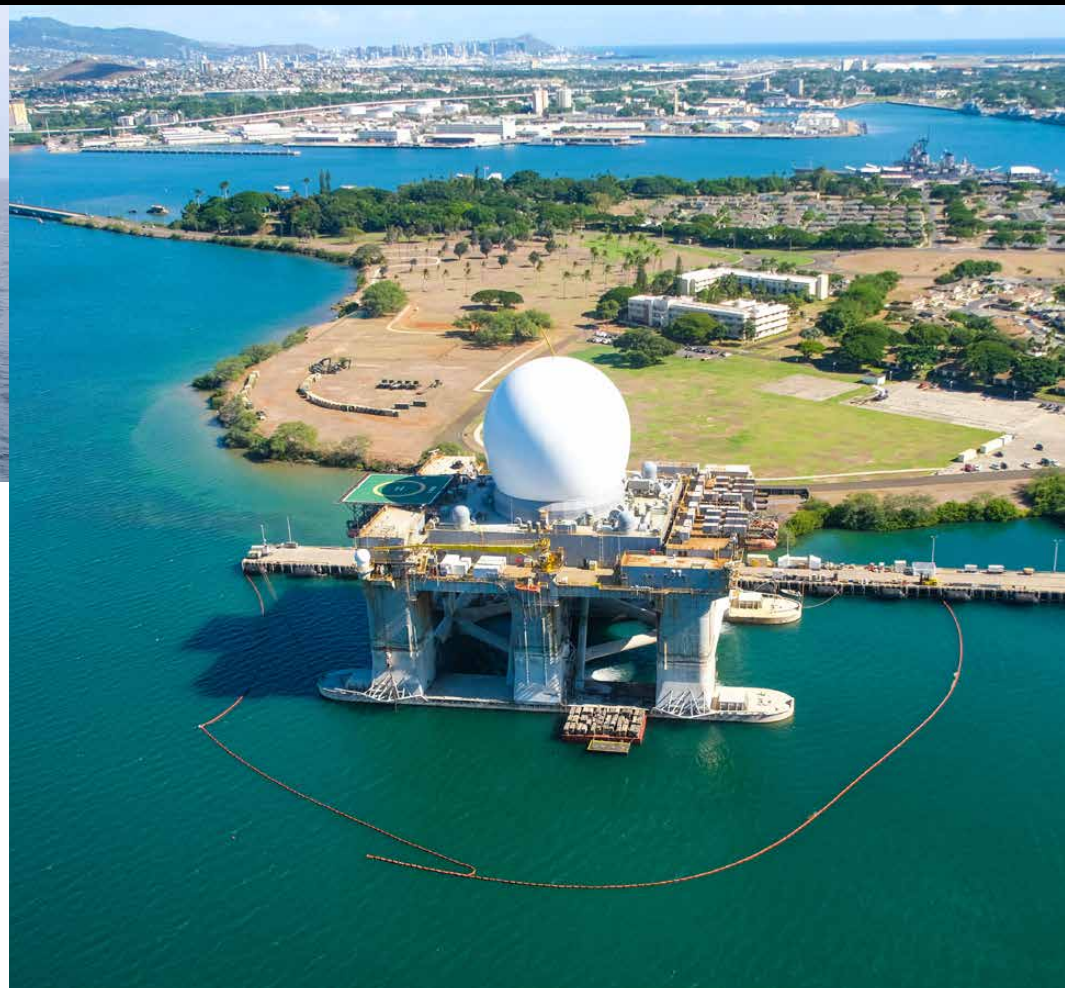
TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 754 ft, **Beam** 107 ft, **Draft** 38 ft
Displacement 48,500 tons, **Speed** 25+ kts

Crew: Civil Service Mariners

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



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

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

MISSILE RANGE INSTRUMENTATION SHIP

Monitors missile launches and collects data.

T-AGM 25 **USNS Howard O. Lorenzen**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 534 ft, **Beam** 89 ft, **Draft** 21.4 ft
Displacement 12,642 tons, **Speed** 20 kts

Crew: Contract Mariners, Military

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

GOVERNMENT-OWNED

Length 234.5 ft, **Beam** 93.5 ft, **Draft** 24.9 ft
Displacement 3,384 tons, **Speed** 10 kts

Crew: Contract Mariners, Military

OCEAN SURVEILLANCE SHIP

Conducts Surveillance Towed Array Sensor System operations.

T-AGOS 23 **USNS Impeccable**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 281.6 ft, **Beam** 95.8 ft, **Draft** 25.9 ft
Displacement 5,370 tons, **Speed** 12 kts

Crew: Contract Mariners, Military

OCEAN SURVEILLANCE SHIP

Conduct Surveillance Towed Array Sensory System (SURTASS) operations. The vessel will tow a passive acoustic monitoring system.

HOS Red Rock (SURTASS-E)
HOS Red Dawn (SURTASS-E)

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 292 ft, **Beam** 64 ft, **Draft** 19.9 ft
Displacement 3,911 tons, **Speed** 12 kts

Crew: Contract Mariners, Military

OCEANOGRAPHIC SURVEY SHIP

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 Marie Tharp**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 328.5-353 ft, **Beam** 58 ft, **Draft** 19 ft
Displacement 5,000 tons, **Speed** 16 kts

Crew: Contract Mariners, Military

SEA-BASED X-BAND RADAR

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

GOVERNMENT-OWNED

Length 389 ft, **Beam** 238 ft, **Draft** 12.4 ft
Displacement 32,690 tons, **Speed** 8 kts

Crew: Contract Mariners, Military

CABLE LAYING / REPAIR SHIP

Transports, deploys, retrieves and repairs undersea cables.

CS Global Sentinel

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 478 ft, **Beam** 71 ft, **Draft** 15 ft
Displacement 16,118 tons, **Speed** 14 kts

Crew: Contract Mariners

NAVIGATION TEST SUPPORT SHIP

Assists with weapons and navigation system testing.

T-AGS 45 **USNS Waters**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 442 ft, **Beam** 69 ft, **Draft** 15 ft
Displacement 12,208 tons, **Speed** 13.2 kts

Crew: Contract Mariners, Military

SUBMARINE SUPPORT

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

GOVERNMENT-OWNED

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

Crew: Contract Mariners

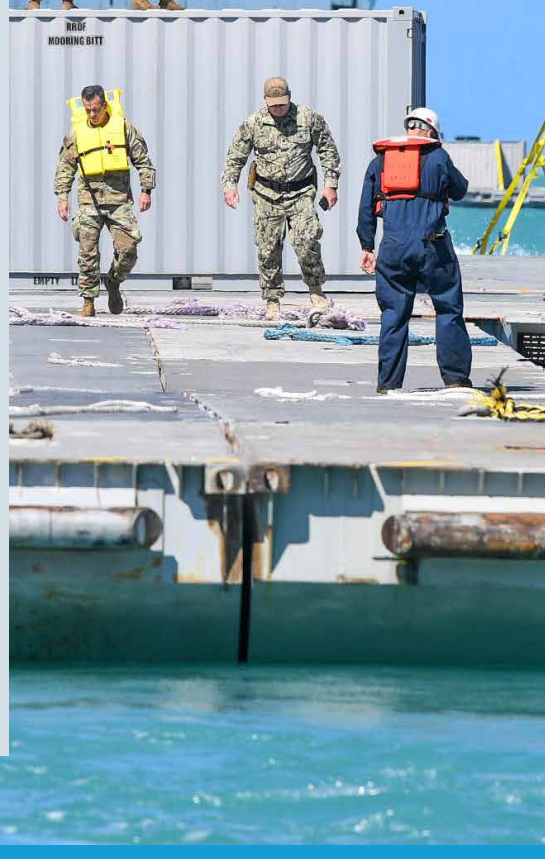
Prepositioning and Seabasing are essential elements in the U.S. military's readiness strategy. The program places military equipment and supplies onboard ships located in key ocean areas to ensure rapid availability during a major theater war, humanitarian operation or other contingency.

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.

Prepositioning ships include Maritime Prepositioning Force (MPF) ships supporting the U.S. Navy and Marine Corps that 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. These ships are crewed by mariners who work for ship operating companies under contract to MSC.

MSC also operates LMSR and container ships to support the Army's prepositioned stocks program and ships to support Air Force prepositioning requirements in the western Pacific.

The expeditionary sea base provides an afloat forward staging base that can execute missions to support Aviation Mine Countermeasure and Special Forces. The platform also provides enhanced command and control, communications, computers, and intelligence capabilities to support embarked force mission planning and execution.



MARITIME PREPOSITIONING FORCE ROLL-ON / ROLL-OFF CONTAINER

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 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

GOVERNMENT-OWNED

Length 673.2 ft, **Beam** 105.5 ft, **Draft** 33 ft
Displacement 46,111 tons, **Speed** 17.7 kts

Crew: Contract Mariners

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

PREPOSITIONING AND SEABASING

MARITIME PREPOSITIONING FORCE LMSR ROLL-ON / ROLL-OFF

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

GOVERNMENT-OWNED

Length 950 ft, **Beam** 105.8 ft, **Draft** 36 ft
Displacement 62,644 tons, **Speed** 24 kts

Crew: Contract Mariners

Capacity: 394,673 sq ft

MARITIME PREPOSITIONING FORCE ROLL-ON / ROLL-OFF CONTAINER

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

T-AK 3017 **USNS GYSGT Fred W. Stockham**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 906.9 ft, **Beam** 105.6 ft, **Draft** 35.8 ft
Displacement 55,123 tons, **Speed** 24 kts

Crew: Contract Mariners

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

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

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

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 784 ft, **Beam** 164 ft, **Draft** 39.3 ft
Displacement 77,388 tons, **Speed** 17.7 kts

Crew: Contract Mariners

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.

OFFSHORE PETROLEUM DISTRIBUTION SYSTEM

The Offshore Petroleum Distribution System transfers fuel from tankers to depots ashore from up to eight miles off the coast.

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

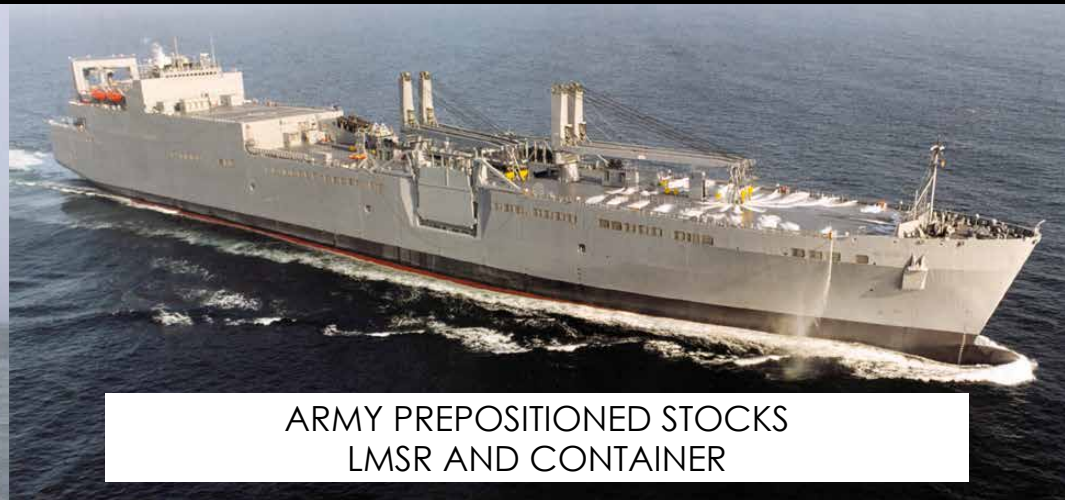
TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 349 ft, **Beam** 70 ft, **Draft** 26 ft
Speed 15 kts, **Displacement** 6,491.5 tons

Crew: Contract Mariners

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



ARMY PREPOSITIONED STOCKS LMSR AND CONTAINER

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 Watson**
T-AKR 316	**USNS Pomeroy**
T-AKR 317	**USNS Soderman**
T-AK 4544	**MV SSG Edward A. Carter Jr.**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 950 ft, **Beam** 105.8 ft, **Draft** 36.1 ft
Displacement 62,644 tons, **Speed** 24 kts

Crew: Contract Mariners

Capacity: 392,627 sq ft

CONTRACTOR-OWNED

MV SSG Edward A. Carter Jr.:
Length 843.75 ft, **Beam** 105.62 ft, **Draft 35 ft**
Displacement 66,079 tons, **Speed** 21 kts
Crew: Contract Mariners **Capacity: 3,739** Containers (TEU - Twenty Ft. Equivalent Unit)

AIR FORCE PREPOSITIONING CONTAINER

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

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

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 843.75 ft, **Beam** 105.62 ft, **Draft** 35 ft
Displacement 66,079 tons, **Speed** 21 kts

Crew: Contract Mariners

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

PREPOSITIONING AND SEABASING

EXPEDITIONARY SEA BASE

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**
ESB 7	**USS Robert E. Simanek**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 784 ft, **Beam** 164 ft, **Draft** 31 ft
Displacement 106,664 tons, **Speed** 15 kts

Crew: Civil Service Mariners, Military

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.

Fleet 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.

Fleet Support manages government-owned, government-operated ships and commercial-owned, commercial-operated ships.

HOSPITAL SHIP

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

GOVERNMENT-OWNED

Length 894 ft, **Beam** 106 ft, **Draft** 32 ft
Displacement 69,552 tons, **Speed** 17 kts

Crew: Civil Service Mariners, Military

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.

RESCUE AND SALVAGE SHIP

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

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

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 255 ft, **Beam** 51 ft, **Draft** 17 ft
Displacement 3,336 tons, **Speed** 14 kts

Crew: Civil Service Mariners, Military

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.

SUBMARINE TENDER

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

GOVERNMENT-OWNED

Length 644 ft, **Beam** 85 ft, **Draft** 26 ft
Displacement 23,000 tons, **Speed** 20 kts

Crew: Civil Service Mariners, Military

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

SUBMARINE AND SPECIAL WARFARE SUPPORT

Supports the Navy's submarine and special warfare requirements.

OSV HOS Rosebud
MV Kellie Chouest
MV Alyssa Chouest

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 285/310/311 ft, **Beam** 60/52/60 ft
Displacement 3,446/1,657/2,165 tons

Crew: Contract Mariners

FLEET SUPPORT

SUBMARINE AND SPECIAL WARFARE SUPPORT

Supports the Navy's submarines and special warfare requirements.

PTV Malama

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 110 ft, **Beam** 22 ft
Displacement 600 tons

Crew: Contract Mariners

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

GOVERNMENT-OWNED

Length 226 ft, **Beam** 42 ft, **Draft** 15.1 ft
Displacement 2,296 tons, **Speed** 14.5 kts

Crew: Civil Service Mariners, Military

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.

FLEET OCEAN TUG

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

MV Gary Chouest

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

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

Crew: Contract Mariners

COMMAND SHIP

U.S. 6th Fleet flagship with advanced C4I suites. Commanded by a Navy Captain with a combined Civil Service Mariner/military crew.

LCC 20 **USS Mount Whitney**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 636 ft, **Beam** 108 ft, **Draft** 24 ft
Displacement 15,000 tons, **Speed** 23 kts

Crew: Civil Service Mariners, Military

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

FLEET SUPPORT

FLEET EXPERIMENTATION

Performs exercise support, fleet experiments and other missions.

OSV Ocean Valor

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 261 ft, **Beam** 60 ft
Displacement 3,183 LT, **Speed** 14 kts

Crew: Contract Mariners, Military

FLEET EXPERIMENTATION

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

SLV HOS Resolution

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 259 ft, **Beam** 75 ft
Displacement 2,255 tons **Speed** 14 kts

Crew: Contract Mariners, Military

EXPEDITIONARY FAST TRANSPORT

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

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

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 337.9 ft, **Beam** 93.5 ft, **Draft** 12.57 ft
Displacement 2,460 tons, **Speed** 35 kts

Crew: Civil Service Mariners

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.

HIGH SPEED TRANSPORT

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	**Formerly MV Alakai**

TECHNICAL CHARACTERISTICS

GOVERNMENT-OWNED

Length 373/379 ft, **Beam** 78 ft
Displacement 1,646 tons, **Speed** 33 kts

Crew: Contract Mariners

Capacity: 24,500 sq ft

MSC has 12 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.

The Dry Cargo vessel SLNC Star makes regular resupply runs from Singapore to Diego Garcia. Self-tending allows cargo operations without assistance.

DRY CARGO

Delivers Dry Cargo and Bulk products to DOD storage and distribution facilities worldwide.

T-AK 5603	**SLNC Star**

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 443 ft, **Beam** 59 ft
Displacement 9,295 tons

Crew: Contract Mariners

DRY CARGO AND TANKERS

TANKERS

Delivers petroleum products to DOD storage and distribution facilities wordwide.

T-AOT 5193	**MT Empire State**
T-AOT 5205	**MT Evergreen State**
T-AOT 5419	**MT SLNC Goodwill**
T-AOT 5439	**MT Overseas Mykonos**
T-AOT 5532	**MT Yosemite Trader**
T-AOT 5581	**MT Allied Pacific**
T-AOT 5582	**MT Badlands Trader**

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 590-601 ft, **Beam** 106 ft
Displacement 55,000-62,174 tons

Crew: Contract Mariners

TANKER

Delivers petroleum products to DOD storage and distribution facilities wordwide.

T-AOT 5356	**MT SLNC Pax**
T-AOT 5562	**MT Haina Patriot**
T-AOT 5560	**MT Pohang Pioneer**
T-AOT 5630	**MT Redwood Trader**

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 333-357 ft, **Beam** 52-64 ft
Displacement 9,160-9,989 tons

Crew: Contract Mariners

DRY CARGO AND TANKERS

TANKER

Delivers petroleum products to DOD storage and distribution facilities wordwide.

T-AOT 5563	**MT Stena Polaris**

TECHNICAL CHARACTERISTICS

CONTRACTOR-OWNED

Length 600 ft, **Beam** 131 ft
Displacement 65,200 tons

Crew: Contract Mariners

	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 & Seabasing	757-443-0870	646-0870
Program Manager, Service Support	757-443-2780	646-2780
Program Manager, Fleet Ordnance and Dry Cargo	757-443-5041	646-5041
Program Manager, Expeditionary Fast Transport	757-443-2437	646-2437
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	

POINTS OF CONTACT

	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

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