

The U.S. Navy's
MILITARY SEALIFT COMMAND



2015
IN REVIEW

FAST FACTS

46

Available
Ready Reserve
Force Ships



3,421
Replenishments

140,276



Patients treated by USNS Mercy and
USNS Comfort personnel during
Continuing Promise 2015 and Pacific Partnership 2015

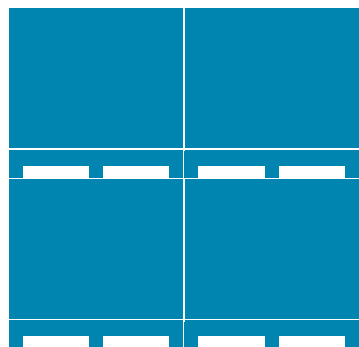


480
New Mariners
Needed in FY16

25 Prepositioning ships supporting
Navy, Marine Corps, Army and Air Force

5
MSC Area Commands:
Norfolk, Virginia
San Diego
Naples, Italy
Manama, Bahrain
Singapore

90,910



Dry Cargo and Ordnance
Pallets Moved by
Combat Logistics Force

5,833 Civilian Mariners at **MSC**

8.3M

Barrels of Petroleum
Moved by Combat
Logistics Force

9,561
Total MSC Personnel



2015 IN REVIEW

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O the past year our military and government organizations faced a number of common challenges such as decreasing resources, increasing operational demands, evolving capabilities of adversaries and emerging or sustained threats including cyber warfare. In FY 2015, Military Sealift Command (MSC) met these and other challenges head-on by staying focused on our four key priorities: providing ships ready for tasking, workforce development, customer engagement, and managing organizational change. One challenge we are facing head-on at Military Sealift Command is safety, the safety of our mariners at sea and the safe operation of our ships. We are implementing a plan to improve both individual and Command ownership of safety challenges and processes. Safety is a mindset and safety must be part of our culture, every day and in everything we do.

Operations and Exercises

Every day during this past year at locations around the world, MSC ships operated and supported five mission areas: combat logistics, service and command support, special missions, prepositioning, and sealift. Using surge sealift vessels USNS Kocak and USNS Obregon for support, we assisted in our U.S. Army Pacific's shift from sustainment operations in the Central Command area of operations to building regional partnerships in the Pacific during Pacific Pathways 2015. Military Sealift Command executed operations in extreme conditions during the annual resupply missions to the National Science Foundation's McMurdo Station in Antarctica and the radar site at Thule Air Base, Greenland.

MSC ships participated in major exercises such as Bold Alligator, Combined Joint Logistics Over the Shore, and Obangame Express. We further developed our techniques and procedures for sea basing and expeditionary operations. During Pacific Horizons, USNS Montford Point, our Navy's first expeditionary transfer dock, demonstrated its ability to perform skin-to-skin operations, vehicle transfer, and to launch and recover Landing Craft, Air Cushion while attached to large, medium-speed roll-on/roll-off ship USNS Bob Hope. USNS Spearhead, our first expeditionary fast transport (EPF), served as the platform to test unmanned aerial vehicle operations while our Navy's laser weapon system successfully deployed and operated aboard the interim afloat forward staging base USS Ponce.

New Ships

We accepted delivery of USNS Trenton, our Navy's fifth EPF, and will accept the sixth, USNS Brunswick, in FY 2016. Our EPF program is maturing as ships from this class are beginning to operate at their permanent strategic laydown locations around the world. We also accepted delivery of USNS Lewis B. Puller, our Navy's first expeditionary mobile base, which is expected to deploy to our U.S. Navy 5th Fleet area of responsibility after conducting additional testing and evaluation on the East Coast. In FY 2016 we will see funding for our new fleet oiler which will replace our aging

single-hull fleet oiler and ensure continued combat logistics support to our ships. And, we will accept delivery of our new oceanographic survey ship, USNS Maury.

Humanitarian Assistance

Both hospital ships, USNS Mercy and USNS Comfort, were activated from reserve status and conducted six-month deployments, providing medical and dental assistance, engineering support, and strengthening relationships and disaster response preparedness in the Caribbean and Pacific areas. Military personnel or civilian mariners from ocean surveillance ship USNS Impeccable, dry cargo and ammunition ship USNS William McLean, and hospital ship USNS Mercy, saved 19 individuals during at-sea rescue operations. Mariners from Prepositioning Squadron Three delivered water and ice to the people of Saipan when all public services on the island were inoperable following the destruction from Typhoon Soudelor.

Ship Designations

We revised the designations to several of our classes of ships to better reflect the expeditionary nature of their operations. The joint high speed vessel is now the expeditionary fast transport (EPF). Mobile landing platforms are now expeditionary transfer docks (ESD). And finally, the afloat staging base variant of the ESD is redesignated expeditionary mobile base (ESB). These changes will be consistent with ship operations and assigned mission sets.

Consolidation

At the start of FY 2015, we officially began geographically consolidating at Naval Station Norfolk, Virginia, a single headquarters that since 2012 has been physically split between the Washington Navy Yard and Naval Station Norfolk. This move has already helped our organization to streamline processes, maximize customer service, and cut costs associated with maintaining two geographic headquarters' locations. Our consolidation is scheduled to be complete by the end of FY 2017.

Teamwork

I am amazed at the quality of people and level of talent at MSC! On any given day, we have about 115 ships at sea, operating in every time zone, supporting missions as diverse as surveying the ocean floor to delivering food and munitions to combatant ships to operating platforms that are testing the most advanced weapon systems. There is a key ingredient that makes us successful, and that's our people; our civilian and contract mariners who operate our 170-ship fleet, and our ashore staff that provides a depth of experience and an eagerness to support our afloat team. Our men and women who make up our afloat and ashore workforce are the best in the world. What they do directly supports the agencies that are responsible for the safety and security of our nation. I admire their commitment and dedication to what is a very demanding job. I remain proud of our team and honored to lead such professionals.

***Rear Adm. T. K. Shannon, USN
Commander, Military Sealift Command***

Military Sealift Command (MSC) is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense, operating approximately 115 ships daily around the world. MSC ships sustain our warfighting forces and deliver specialized maritime services in support of national security objectives in peace and war. The MSC commander is located at Naval Station Norfolk in Norfolk, Virginia. MSC reports through three distinct and separate chains of command:



- To U.S. Fleet Forces Command for Navy-unique matters. USFF organizes, maintains, crews and equips all U.S. Naval forces for the Chief of Naval Operations and combatant commanders worldwide.
- 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.
- To U.S. Transportation Command for defense transportation matters. USTRANSCOM provides coordination of air, land and sea transportation for the DOD.

Military Sealift Command Mission Areas



**Combat Logistics
Force**



**Service and
Command Support**



Special Mission

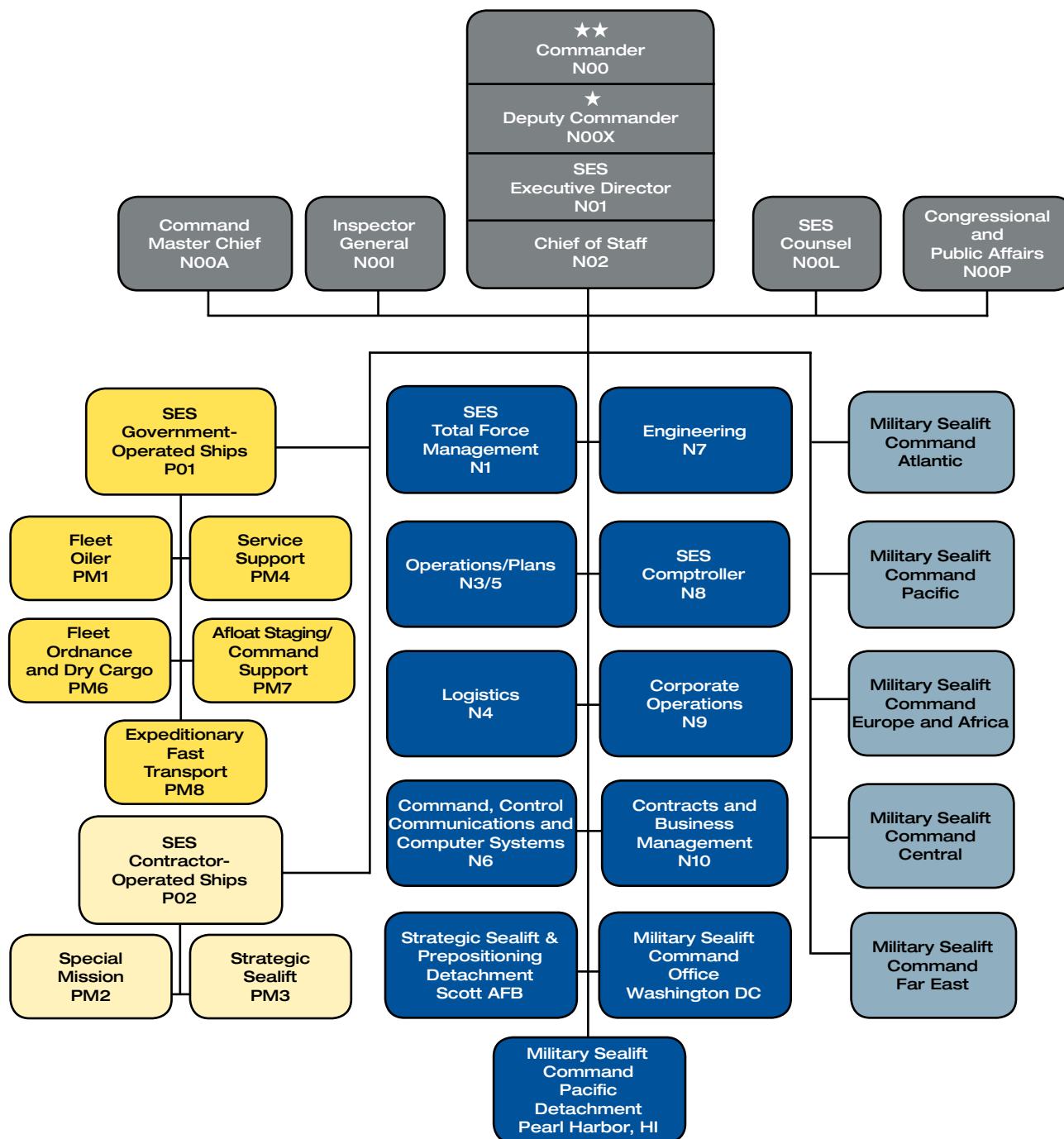


Prepositioning



Sealift

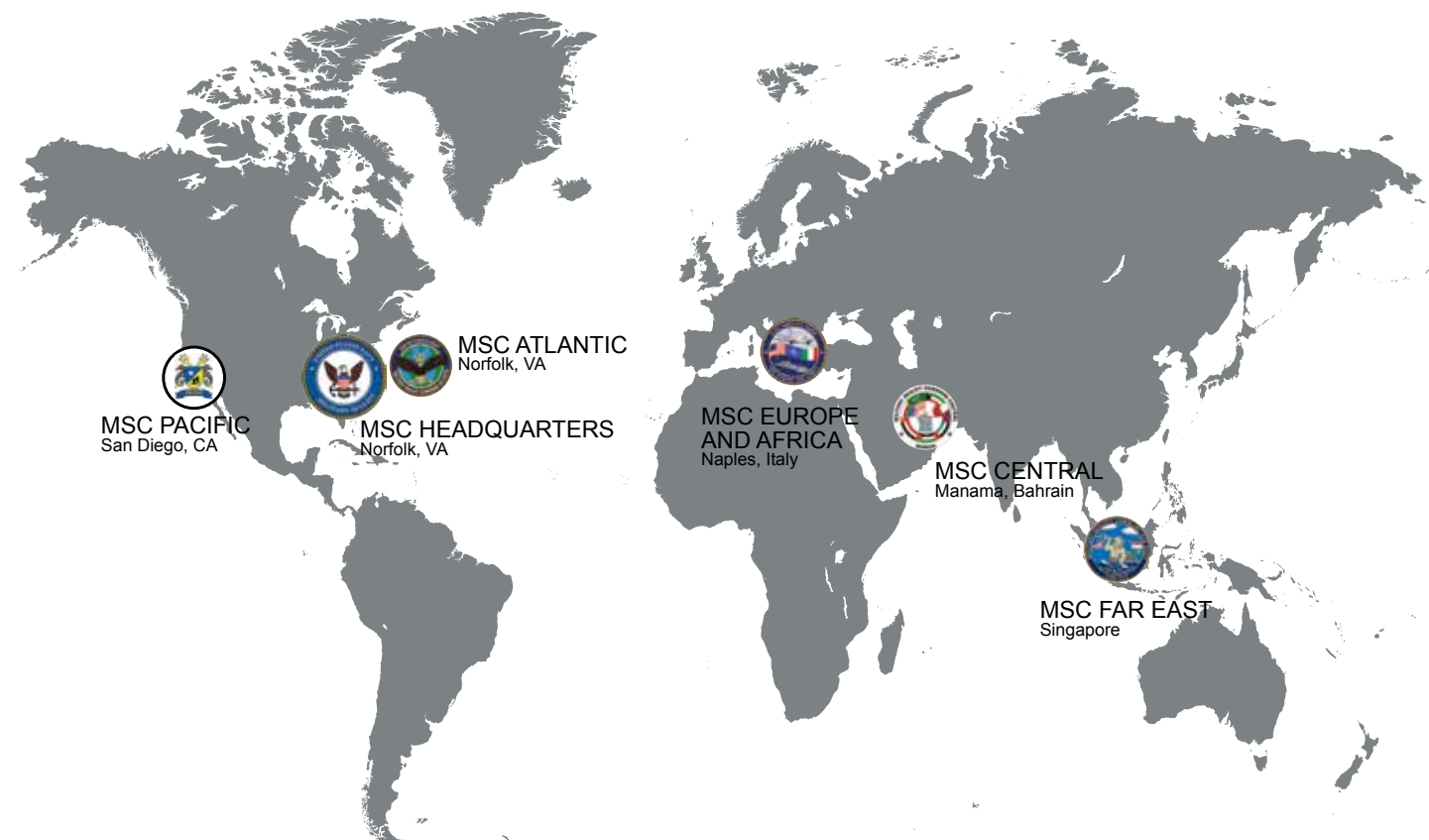
Military Sealift Command



Area Commands

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

Area commands also have offices and representatives in Diego Garcia; Okinawa, Japan; Republic of Korea; Spain; Greece (Crete); the United Arab Emirates; Djibouti; Pearl Harbor, Hawaii; Seattle, Washington; Earle, New Jersey; Sunny Point, North Carolina; Charleston, South Carolina; Beaumont, Texas; Port Canaveral, Florida and Jacksonville, Florida.



Ship Support Units

Ship maintenance and support functions are integrated into six MSC ship support units that operate under the MSC area commands in the following locations: Naples, Italy; Manama, Bahrain; Singapore; Yokohama, Japan; San Diego and Guam.

Reserve Units

In FY 2015, 44 Navy Reserve units supported MSC operations around the globe.

- Expeditionary Port Units - 17
- Cargo Afloat Rig Teams - 11
- Area Command Headquarters Units - 7
- Strategic Sealift Units - 4
- Logistics Force Units - 3
- Scott Air Force Base MSC Detachment Support Unit - 1
- Afloat Mission Command and Control Support Unit - 1



Combat Logistics Force

Combat Logistics Force (CLF) ships provided logistics support to deployed U.S. Navy combatants and coalition force ships to include fuel, ordnance, food, repair/spare parts and other stores. These ships enabled combatants to remain on station and continue their primary mission, without having to resupply at a port. They are particularly important when combatants are unable to receive supplies from local ports in theater due to force protection measures. The three classes of CLF ships are U.S. Government-owned and are operated by U.S. Government civil service mariners. All CLF ships are capable of integrating rotary-wing aircraft operations.



Boatswain's Mate 2nd Class Timothy Annoni signals the fuel probe is seated on a sponson aboard the aircraft carrier USS Carl Vinson (CVN 70) during a replenishment at sea with Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl (T-AO 193). (U.S. Navy photo by Mass Communication Specialist 2nd Class Scott Fenaroli/Released)

Combat Logistics Force – 30

Fleet Replenishment Oilers - 15

USNS Henry J. Kaiser (T-AO 187)
 USNS Joshua Humphreys (T-AO 188)
 USNS John Lenthall (T-AO 189)
 USNS Walter S. Diehl (T-AO 193)
 USNS John Ericsson (T-AO 194)
 USNS Leroy Grumman (T-AO 195)
 USNS Kanawha (T-AO 196)
 USNS Pecos (T-AO 197)
 USNS Big Horn (T-AO 198)
 USNS Tippecanoe (T-AO 199)
 USNS Guadalupe (T-AO 200)
 USNS Patuxent (T-AO 201)
 USNS Yukon (T-AO 202)
 USNS Laramie (T-AO 203)
 USNS Rappahannock (T-AO 204)

Dry Cargo/Ammunition Ships - 12

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

Fast Combat Support Ships - 3

USNS Supply (T-AOE 6)
 USNS Rainier (T-AOE 7)
 USNS Arctic (T-AOE 8)

Fleet Replenishment Oilers

In FY 2015, Military Sealift Command operated 15 fleet replenishment oilers. Seven Atlantic Ocean-based ships conducted operations in support of Commander, Task Force 80, U.S. 6th Fleet in the Mediterranean Sea and U.S. 5th Fleet in the Arabian Gulf. Eight Pacific Ocean-based ships supported surface units throughout the U.S. 3rd, 5th and 7th fleets and participated in multiple large naval exercises.

Two MH-60S Seahawk helicopters from the Red Lions of Helicopter Sea Combat Squadron 15 deliver cargo to the aircraft carrier USS Carl Vinson (CVN 70) while guided-missile cruiser USS Bunker Hill (CG 52) takes on fuel from Military Sealift Command fast combat support ship USNS Rainier (T-AOE 7) during a replenishment at sea. (U.S. Navy photo by Mass Communication Specialist 1st Class LaTunya Howard/Released)



Boatswain's Mate 2nd Class Joshua Port, serves as the petty officer-in-charge, pallet transfers, during a replenishment at sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Karolina A. Oseguera/Released)



MSC fleet replenishment oilers provided a variety of fuels for ship propulsion, aircraft operations and power generation. Fleet oilers also routinely shuttle food and other dry cargo as fleet freight for transfer to customers as their fuel is being delivered. Three of the newest fleet oilers are retrofitted with double hulls designed to meet Oil Protection Act of 1990 requirements: USNS Patuxent, USNS Laramie and USNS Rappahannock.

Dry Cargo/Ammunition Ships

The T-AKEs were designed to replenish dry and refrigerated stores as well as ordnance, and have replaced combat stores ships and ammunition ships, incorporating the capabilities of both platforms into one hull.

These multi-product ships increase the capability to provide food, fuel, spare parts, ammunition and potable water to U.S. Navy and allied surface ships. During FY 2015, 12 of these ships were fully operational within the combat logistics force, three Atlantic-based ships and nine Pacific-based ships.



Amphibious assault ship USS Bonhomme Richard (LHD 6) transits alongside the Military Sealift Command fleet replenishment oiler USNS Pecos (T-AO 197) to conduct a replenishment at sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Adam D. Wainwright/Released)

The Arleigh Burke-Class guided-missile destroyer USS Mahan (DDG 72) conducts a replenishment at sea with the Military Sealift Command fast combat support ship USNS Rainier (T-AOE 7) in the U.S. 5th Fleet area of operations. (U.S. Navy photo by Ensign Michael Murphy/Released)



Fast Combat Support Ships

Throughout the year, three fast combat support ships kept Navy surface fleets supplied and combat-ready worldwide by providing parts, supplies and fuel at sea. USNS Rainier worked with U.S. 3rd and 7th fleets in the Pacific Ocean. USNS Arctic supported CTF 80 in the Atlantic Ocean. USNS

Supply supported U.S. 2nd, 5th and 6th fleets at various times during the year, operating in the Atlantic Ocean, the Mediterranean Sea, the Indian Ocean and the Arabian Gulf before completing a major overhaul, which included a complete replacement and modernization of the ship's machinery control system.



Sailors aboard the aircraft carrier USS Theodore Roosevelt (CVN 71) participate in a replenishment at sea with the Fast Combat Support Ship USNS Arctic (T-AOE 8). (U.S. Navy photo by Mass Communication Specialist Seaman Anthony Hopkins/Released)

Commercial Helicopter Program

Four commercial helicopter detachments under contract to Military Sealift Command provided vertical replenishment services for operations in the Mediterranean Sea, the Arabian Gulf, the Indian Ocean and Western Pacific Ocean, embarked primarily aboard dry cargo/ammunition ships.

Three Pacific detachments, forward deployed to Guam, provided vertical replenishment services to U.S. 5th and 7th Fleet ships. Detachment Alpha began the year aboard USNS Charles Drew before cross-decking to USNS Amelia Earhart for U.S. Pacific Fleet and U.S. Central Command operations. Detachment Bravo deployed aboard USNS Matthew Perry before transferring over to USNS Wally Schirra. Lastly, Detachment Charlie

Commercial Helicopter Operations (FY 2015)

Flight Hours

Mission: 305

Training: 100

Flight Check: 10

Total 415

Cargo

Total Tons: 6,048

Total Pallets: 11,741

Total Passengers: 210

alternated deployments aboard USNS Carl Brashear, USNS Charles Drew and USNS Matthew Perry, supporting U.S. 7th Fleet operations.

The afloat Atlantic detachment also supported U.S. 5th Fleet operations and began the fiscal year deployed aboard USNS Amelia Earhart, transferred to the USNS Charles Drew in December, and ended the fiscal year aboard the USNS Carl Brashear.

An SA 330J Puma helicopter picks up cargo from the flight deck of Military Sealift Command dry cargo and ammunition ship USNS Matthew Perry (T-AKE 9) during a replenishment at sea with the aircraft carrier USS Theodore Roosevelt (CVN 71). (U.S. Navy Photo by Mass Communication Specialist Seaman Chad M. Trudeau/Released)



Service and Command Support

Twelve service support ships provided towing, rescue and salvage, submarine support, and afloat medical facilities. All service support ships are government-owned and operated by U.S. civilian mariners.

Fleet Ocean Tugs

Fleet ocean tugs USNS Apache, USNS Navajo, USNS Catawba and USNS Sioux provided towing, salvage, training, submarine sea trials, submarine rescue, and diving and recompression-system support in the Atlantic and Pacific oceans.

USNS Navajo and USNS Sioux provided towing services for live-fire surface missile testing, tow support for Marine Corps aviation, and mission support for general salvage and recovery operations, including mobile diving and salvage unit and explosive ordnance disposal training.

USNS Apache and USNS Sioux provided towing services for the submarine, ex-Miami, from Portsmouth, New

Hampshire, to Bremerton, Washington, via the Panama Canal. USNS Apache also supported Exercise Bold Alligator, a multinational littoral warfare exercise.

USNS Catawba provided U.S. 5th Fleet an on-call emergency towing asset and provided salvage support for an F/A-18F aircraft recovery mission. USNS Catawba also supported multiple mine countermeasure and dive training events, including autonomous underwater vehicle mission support and mobile diving and salvage unit surface-supplied diving training support, and large oil-spill containment and recovery training.

Rescue and Salvage Ships

Rescue and salvage ships, with embarked Navy dive teams, performed their primary functions and provided additional towing capability for the Navy. Rescue and salvage ships supported mine recoveries, ship-sink exercises, aircraft recovery, dive-and-salvage training, and towing operations.

USNS Grasp deployed for U.S. 6th Fleet operations and Africa Partnership Station, enabling embarked personnel to share knowledge and training with allied navies in the region.

USNS Safeguard participated in Exercise Cooperation Afloat Readiness and Training, military training exercises with several Southeast Asian nations, building cooperation during salvage training with Vietnam, Cambodia, Philippines, Thailand, and Korea. USNS Salvor participated in NASA's recovery training for the spaceship Orion.

Service and Command Support Ships – 16

Fleet Ocean Tugs - 4

USNS Catawba (T-ATF 168)
USNS Navajo (T-ATF 169)
USNS Sioux (T-ATF 171)
USNS Apache (T-ATF 172)

Rescue and Salvage Ships - 4

USNS Safeguard (T-ARS 50)
USNS Grasp (T-ARS 51)
USNS Salvor (T-ARS 52)
USNS Grapple (T-ARS 53)

Hospital Ships - 2

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

Submarine Tenders - 2

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

Command Ship - 1

USS Mount Whitney (LCC 20)

Afloat Forward Staging Base (Interim) - 1

USS Ponce (AFSB(I) 15)

Expeditionary Mobile Base - 1

USNS Lewis B. Puller (T-ESB 3)

Cable Laying/Repair Ship - 1

USNS Zeus (T-ARC 7)



Divers assigned to Commander, Task Group (CTG) 56.1, hoist a diving stage over the side of the fleet ocean tug USNS Catawba (T-ATF 168). The divers are working to recover and salvage an aircraft lost at sea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Tyler N. Thompson/Released)

Navy divers with Mobile Diving and Salvage Unit 2 are hoisted up from a Defense POW/MIA Accounting Agency excavation site in the Adriatic Sea Aug. 27, 2015, after looking for evidence of American service members missing in action at a B-24 Liberator wreck site near Grado, Italy. DPAA conducts investigative search and recovery missions worldwide with the hope of repatriating Americans lost and considered missing in action as a result of their service to their country. (U.S. Navy photo by Mass Communication Specialist 1st Class Charles White, Fleet Combat Camera Pacific/Released)



Hospital Ships

USNS Mercy deployed in support of Pacific Partnership treating patients, conducting surgeries and providing engineering support in Southeast Asia. USNS Comfort deployed in support of Continuing Promise, treating patients and conducting humanitarian-civil assistance projects in Central America and the Caribbean. Both ships conducted pre-deployment, in-port training exercises in support of their respective Medical Treatment Facilities.

Submarine Tenders

The two submarine tenders provided sustained, forward-based support to assigned submarines while at anchor or pierside. USS Emory S. Land and USS Frank Cable provided forward-area repair and service facilities for Commander, Submarine Forces Pacific. The ships operated with combined crews of U.S. civilian mariners, who performed navigation, deck, engineering, communications, supply, and galley duties, and active-duty Sailors, who provided submarine maintenance and repair capabilities. A Navy captain leads the submarine tender combined crew.



Military Sealift Command hospital ship USNS Comfort (T-AH 20) is anchored off the coast of Port Au Prince, Haiti, in support of Continuing Promise 2015. (U.S. Navy photo by Mass Communication Specialist 3rd Class Andrew Schneider/Released)

Command Ship

USS Mount Whitney functioned as a joint task force command ship, serving as a command, control, communications, computer and intelligence platform for embarked commanders from NATO, naval components and numbered fleets. In FY 2015, the ship participated in U.S. and NATO exercises and goodwill port visits in Europe. Mount Whitney operated with a combined crew of civilian mariners and uniformed military personnel under the leadership of a Navy captain.

Afloat Forward Staging Base

USS Ponce functioned as an interim afloat forward staging base supporting mine countermeasure operations, patrol coastal operations and other missions as directed. Ponce is a hybrid-crewed vessel with civilian mariners providing navigation, deck, engineering, and galley services and military service members providing mission support. Ponce was converted to serve as an interim solution to U.S. Central Command's request for a permanently forward-deployed sea base. In FY 2015, Ponce tested the Navy's first deployed laser weapon system.



USS City of Corpus Christi (SSN 705) maneuvers into position to moor alongside the submarine tender USS Emory S. Land (AS 39) to complete repair maintenance actions. (U.S. Navy Photo by Mass Communication Specialist Seaman Zachary A. Kreitzer/Released)

Expeditionary Mobile Base

USNS Lewis B. Puller was delivered to MSC in June 2015 and is the Navy's first purpose-built afloat forward staging base. The ship has hybrid-manned crew with a combination of military personnel and civilian mariners. The afloat forward staging base is designed to provide dedicated support for air mine countermeasures and special warfare missions. The ship is capable of executing additional missions including counter-piracy, maritime security, and humanitarian and disaster relief. The platform supports a variety of rotary wing aircraft.

The afloat forward staging base-variant of the mobile landing platform was redesignated as expeditionary mobile base (ESB).

Cable Laying/Repair Ship

USNS Zeus, the Navy's only cable-laying/repair ship, performed missions in the Atlantic Ocean. Built specifically for the Navy, Zeus can lay up to 1,000 miles of cable in depths up to 9,000 feet during a single deployment before having to restock its cable supply.



The expeditionary mobile base USNS Lewis B. Puller (T-ESB 3) successfully completed launch and float-off at the General Dynamics National Steel and Shipbuilding Co. shipyard. (Photo courtesy of NASSCO)

The Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I) 15) conducts an operational demonstration of the Office of Naval Research-sponsored Laser Weapon System while deployed to the Arabian Gulf. (U.S. Navy photo by John F. Williams/Released)



Special Mission

The Special Mission Program operated a variety of seagoing platforms in FY 2015 to support U.S. government agencies, including: U.S. Fleet Forces Command; U.S. Pacific Fleet; the Oceanographer of the Navy; Commander, Submarine Force; Commander, Undersea Surveillance; the U.S. Air Force; Naval Sea Systems Command; Navy's Strategic Systems Programs Office; and Naval Special Warfare Command. These ships were operated by civilian mariners employed by companies under contract to Military Sealift Command.



Military Sealift Command Special Warfare Support ship MV HOS Dominator. (U.S. Navy photo/Released)

Special Mission Ships – 23

Submarine and Special Warfare Support Ships - 9

USNS Black Powder (T-AGSE 1)
 USNS Westwind (T-AGSE 2)
 USNS Eagleview (T-AGSE 3)
 USNS Arrowhead (T-AGSE 4)
 MV C-Commando
 MV C-Champion
 MV Malama
 MV Dolores Chouest
 MV HOS Dominator

Oceanographic Survey Ships - 5

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

Ocean Surveillance Ships - 5

USNS Victorious (T-AGOS 19)
 USNS Able (T-AGOS 20)
 USNS Effective (T-AGOS 21)
 USNS Loyal (T-AGOS 22)
 USNS Impeccable (T-AGOS 23)

Missile Range Instrumentation Ships - 2

USNS Invincible (T-AGM 24)
 USNS Howard O. Lorenzen (T-AGM 25)

Navigation Test Support Ship - 1

USNS Waters (T-AGS 45)

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

Agency-provided mission support detachments, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks. The program also provided contract management support for Navy Installations Command requirements for chartered harbor tugs.

MV HOS Dominator serves as a platform to conduct a weight test using a container box as a simulation prior to testing pressurized rescue module Falcon (PRM-1) at Naval Air Station North Island. (U.S. Navy photo by Mass Communication Specialist 3rd Class Gerald Dudley Reynolds/Released)





Military Sealift Command Oceanographic Survey ship USNS Pathfinder (T-AGS 60). (U.S. Navy photo/Released)

Submarine and Special Warfare Support Ships

MSC operated nine ships in support of the Navy's submarine and special warfare requirements. Former charter vessels MV Westwind, MV Black Powder, MV Eagleview and MV Arrowhead were purchased by the government in 2015 to provide transit protection and open-ocean passenger transfer services for the Navy's submarine force. These

vessels can also be outfitted for submarine rescue support missions if needed. MV HOS Dominator provided submarine rescue support. MV Malama provided open-ocean passenger transfer service to U.S. Pacific Fleet submarines. MV Dolores Chouest, MV C-Commando and MV C-Champion supported Naval Special Warfare Command requirements.



Missile range instrumentation ship USNS Howard O. Lorenzen (T-AGM-25) departs the Columbia River into the Pacific Ocean. (U.S. Navy photo/Released)

Oceanographic Survey Ships

MSC's five oceanographic survey ships used precise, multi-beam, wide-angle, hydrographic sonar systems to collect water-depth measurements and other related data. The information was used to produce accurate charts and other products for Navy warfighters. In addition to survey work, these ships can be outfitted with the naval mobile instrumentation system, providing down-range missile tracking for the Navy's Strategic Systems Program Office. USNS Maury, a sixth oceanographic survey ship, is scheduled for delivery in early 2016.

Ocean Surveillance Ships

In the Western Pacific, five ocean surveillance ships – USNS Effective, USNS Loyal, USNS Impeccable, USNS Victorious and USNS Able – continued to provide direct support to U.S. 7th Fleet ships by listening for undersea threats. In addition, Impeccable, Able, Effective and Victorious supported the fleet with low-frequency active sonar systems and passive arrays.



Military Sealift Command Navigation Test Support ship USNS Waters (T-AGS 45). (U.S. Navy photo/Released)

Missile Range Instrumentation Ships

Missile range instrumentation ship USNS Howard O. Lorenzen, in the Western Pacific and USNS Invincible in the Indian Ocean and Arabian Sea supported the U.S. Air Force as seaborne platforms for radar systems that collected data on theater ballistic missiles launched by various countries, as well as domestic test flights of other missiles.

Navigation Test Support Ship

Navigation test support ship USNS Waters continued operations in both the Atlantic and Pacific oceans, supporting weapons and navigation

systems testing for the Navy's Strategic Systems Program Office.

Sea-Based X-Band Radar

The Sea-based X-band Radar platform, SBX-1, provided support for the Missile Defense Agency testing program and was available for operational tasking in support of real-world events by providing target discrimination information to U.S. Strategic Command.

Harbor Tug Services

The Special Mission Program continued to manage the Navy's harbor tug contracts worldwide. MSC administered contracts that provided on-call civilian harbor tugs in 10 ports and time-charter tugs in seven ports.

Military Sealift Command Sea-based, X-band Radar (SBX-1) is a combination of the world's largest phased-array X-band radar carried aboard a mobile, ocean-going semi-submersible oil platform. (U.S. Navy photo/Released)



Prepositioning

Military Sealift Command operated a fleet of 25 prepositioning ships from strategic bases worldwide. These ships are loaded with early-arriving combat and sustainment supplies and equipment supporting the full

range of wartime and peacetime operations. Most of the ships were assigned to squadrons forward-based in the Indian and Western Pacific oceans. Two aviation logistics support ships were maintained in reduced operating status on the U.S. East and West coasts.

Prepositioning Ships – 25

Maritime Prepositioning Force Ships - 14

Squadron Two

USNS Seay (T-AKR 302)
USNS Sisler (T-AKR 311)
USNS 1ST LT Baldomero Lopez (T-AK 3010)
USNS SGT William R. Button (T-AK 3012)
USNS GYSGT Fred W. Stockham (T-AK 3017)
USNS Lewis and Clark (T-AKE 1)

Squadron Three

USNS Montford Point (T-ESD 1)
USNS John Glenn (T-ESD 2)
USNS Piliilau (T-AKR 304)
USNS Dahl (T-AKR 312)
USNS 2ND LT John P. Bobo (T-AK 3008)
USNS PFC Dewayne T. Williams (T-AK 3009)
USNS 1ST LT Jack Lummus (T-AK 3011)
USNS Sacagawea (T-AKE 2)

Army Prepositioned Stocks-3 Ships - 7

Large, Medium-Speed, Roll-on/Roll off Ships

USNS Red Cloud (T-AKR 313)
USNS Charlton (T-AKR 314)
USNS Watkins (T-AKR 315)
USNS Pomeroy (T-AKR 316)
USNS Soderman (T-AKR 317)

Container Ships

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

Navy, Marine Corps and Air Force Ships - 4

Offshore Petroleum Distribution System

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

U.S. Air Force (Container Ships)

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



Sailors assigned to Commander, Navy Expeditionary Forces Command Pacific (CTF 75), Coastal Riverine Squadron 3, and Naval Mobile Construction Battalion (NMCB) 133 off-load supplies, including two Riverine Command Boats, from large, medium-speed roll-on/roll-off ship USNS Soderman (T-AKR 317). (U.S. Navy photo/Released)



USNS Montford Point (T-ESD 1), the Navy's first expeditionary transfer dock, is moored skin-to-skin with the USNS Dahl (T-AKR 313), a large, medium-speed roll-on/roll-off vessel, during Pacific Horizon 2015. Montford Point participated in this fleet exercise immediately following the completion of initial operational test and evaluation phase. (U.S. Navy photo/Released)

Prepositioning Ships Mission Areas:

- Maritime Prepositioning Force
- Army Prepositioned Stocks-3
- Navy, Marine Corps, and Air Force



U.S. Marine Corps vehicles transfer from USNS Dahl (T-AKR 313), a Watson-class large, medium-speed roll-on/roll-off, on to USNS Montford Point (T-ESD 1), and are loaded onto Landing Craft Air Cushions, which will deliver the equipment ashore during the Pacific Horizon 2015. (U.S. Navy photo/Released)

Maritime Prepositioning Force

Maritime Prepositioning Force (MPF) ships, comprised of two squadrons, carried a diverse range of U.S. Navy and Marine Corps equipment to support a Marine Air-Ground Task Force. Each MPF squadron is commanded by a Navy captain. The ships' aviation decks, watercraft, hose systems and other distinct outfittings provide unique capabilities to deliver rolling stock, ammunition, supplies, bulk fuel and water. Vehicles and supplies can be discharged pierside, in-stream, ship-to-ship or by air. Introduction of dry cargo/ammunition ships; large, medium-speed, roll-on/roll-off (LMSR) ships; and expeditionary transfer dock (ESD) vessels to the MPF squadrons provided combatant commanders new seabasing-enabled capabilities for selective discharge and replenishment operations.

A roll-on roll-off discharge facility is attached to USNS 2nd Lt. John P. Bobo (T-AK 3008) off the shore of Anmyeon Beach, Republic of Korea, during Combined Joint Logistics Over-the-Shore 2015. (U.S. Army photo by Maricris C. McLane/Released)



Expeditionary transfer dock USNS Montford Point underwent operational testing and evaluation while the ESD USNS John Glenn underwent structural modification and follow-on testing. ESDs are designed to off-load oversized tracked and rolling vehicles from alongside an LMSR. The ESD's open mission deck, when listed to the water's edge, makes the ship interoperable with hovercraft and other watercraft to resupply expeditionary forces ashore from over the horizon. Once their mission decks are removed, ESDs can serve as semi-submersible platforms, providing additional salvage and cargo movement capability.

Army Prepositioned Stocks-3

Six Watson-class LMSRs and two container ships started out the fiscal year supporting the Army Prepositioned Stocks-3 program; however, after a restructuring, the program needed only five of the six LMSRs. USNS Watson, sited at Diego Garcia, returned to the United States for cargo maintenance in September 2014 and after cargo offload in October 2014, was placed in Reduced Operating Status.

USNS Watkins returned to the United States for cargo maintenance and regulatory dry-dockings in April 2014 and in December 2014 backloaded sustainment supplies and joined USNS Pomeroy at prepositioning site Diego Garcia.

USNS Charlton, USNS Soderman and USNS Red Cloud were sited in the Western Pacific.

Container ships MV SSG Edward A. Carter Jr. and MV LTC John U.D. Page were sited at Diego Garcia. MV Page returned to the United States for cargo maintenance and vessel redelivery in February 2015.

The Military Sealift Command large, medium-speed roll-on/roll-off ship USNS Red Cloud (T-AKR 313) participates in Combined Joint Logistics Over-the-Shore 2015 at Anmyeon Beach, Republic of Korea. (U.S. Navy photo by Mass Communication Specialist 1st Class Joshua Scott/Released)



Navy, Marine Corps and Air Force

The final component of MSC's Prepositioning mission area is made up of ships that support the U.S. Navy, Marine Corps, and Air Force.

USNS VADM K.R. Wheeler, an offshore petroleum distribution system ship, continued service in the Western Pacific. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel to beach distribution facilities from up to eight miles offshore.

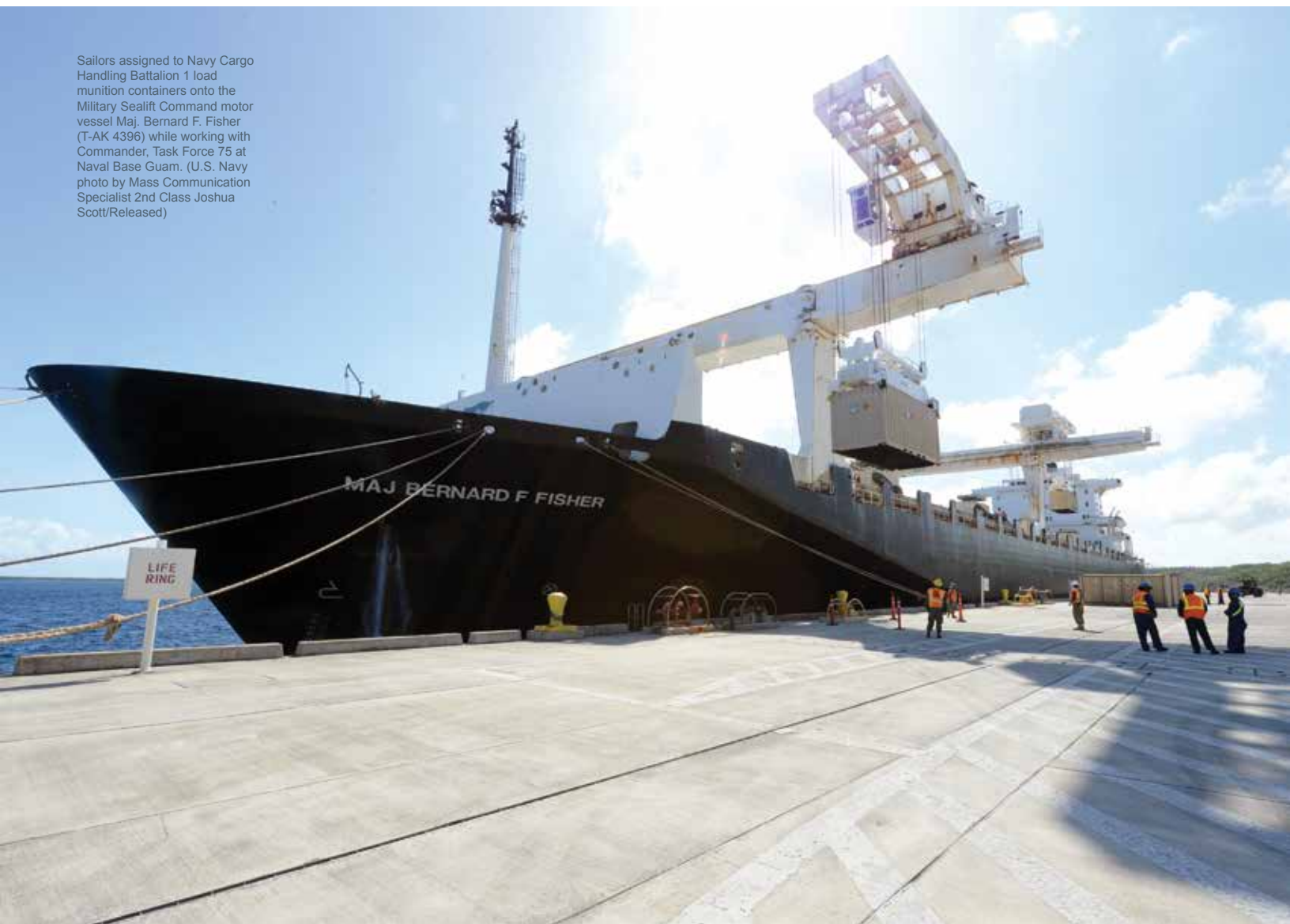
Two aviation logistics support ships from the Ready Reserve Force, SS Wright and SS Curtiss, supported Marine Corps rotary-wing aircraft repair.

The MV MAJ Bernard F. Fisher started out the year supporting U.S. Air Force munitions requirements and was soon joined by the MV CAPT David I. Lyon.



The Military Sealift Command offshore petroleum distribution system USNS Vice Adm. K. R. Wheeler (T-AG 5001) supports Combined Joint Logistics Over-the-Shore 2015. (U.S. Army photo by Maricris C. McLane/Released)

Sailors assigned to Navy Cargo Handling Battalion 1 load munition containers onto the Military Sealift Command motor vessel Maj. Bernard F. Fisher (T-AK 4396) while working with Commander, Task Force 75 at Naval Base Guam. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Scott/Released)



Sealift

As part of the sealift mission area, MSC delivers combat and other military cargo needed by U.S. warfighters around the globe. The command supported ongoing contingency operations, military exercises and other day-to-day missions for DOD with 10 large, medium-speed, roll-on/roll-off (LMSR), five roll-on/roll-off container ships, five tankers, and two dry cargo ships.

Sealift Ships – 30

Large, Medium-Speed, Roll-on/ Roll-off Ships - 10

USNS Shughart (T-AKR 295)
USNS Gordon (T-AKR 296)
USNS Yano (T-AKR 297)
USNS Gilliland (T-AKR 298)
USNS Bob Hope (T-AKR 300)
USNS Fisher (T-AKR 301)
USNS Mendonca (T-AKR 303)
USNS Brittin (T-AKR 305)
USNS Benavidez (T-AKR 306)
USNS Watson (T-AKR 310)

Roll-on/Roll-off Container Ships - 5

USNS SGT Matej Kocak (T-AK 3005)
USNS PFC Eugene A. Obregon (T-AK 3006)
USNS MAJ Stephen W. Pless (T-AK 3007)
USNS 1ST LT Harry L. Martin (T-AK 3015)
USNS LCPL Roy M. Wheat (T-AK 3016)

Tankers - 5

USNS Lawrence H. Gianella (T-AOT 1125)
MT Empire State (T-AOT 5193)
MT Evergreen State (T-AOT 5209)
MT Maersk Peary (T-AOT 5246)
MT SLNC Pax (T-AOT 5356)

Dry Cargo Ships - 2

T/B Sea Eagle/MB 1219
MV Mohegan (T-AK 5158)

Expeditionary Fast Transports - 5

USNS Spearhead (T-EPF 1)
USNS Choctaw County (T-EPF 2)
USNS Millinocket (T-EPF 3)
USNS Fall River (T-EPF 4)
USNS Trenton (T-EPF 5)

High Speed Transports - 2

USNS Guam (HST 1)
USNS Puerto Rico (HST 2)

High Speed Vessel - 1

HSV Westpac Express (HSV 4676)

MSC also chartered additional short-term or voyage-chartered ships. If needed, the command had access to 46 ships of the Ready Reserve Force (RRF), a fleet of militarily useful ships maintained in Reduced Operating Status (ROS) for use as surge sealift assets at ports in the United States. The RRF is owned and maintained by the U.S. Department of Transportation's Maritime Administration.

By policy, MSC must first look to the U.S.-flagged commercial market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial vessels are unavailable.

Surge Project Office

The Surge Project Office increased from 14 to 15 ships in FY 2015. The USNS Watson was transferred from Army Prepositioned Stocks to the surge program in November 2014. The Surge Project Office is a mix of vessel types, including LMSR ships and legacy roll-on/roll-off container vessels that were formerly part of the prepositioning program. All 15 vessels in the Surge Project Office are maintained in ROS and able to be fully activated and mission ready within five days. They are strategically layberthed at ports on the East, West, and Gulf coasts in order to support unit deployments.

Tanker Project Office

During FY 2015, Tanker Project Office ships lifted 35.5 million barrels (1.49 billion gallons) of DOD petroleum products over 192 voyages for the Defense Logistics Agency-Energy. The primary carriers were four long-term chartered U.S.-flagged tankers – MT Empire State, MT Evergreen State, MT Maersk Peary, and the MT SLNC Pax – and one government-owned tanker, USNS Lawrence Gianella. These were supplemented by numerous short-term voyage and time-chartered commercial tankers, both U.S. and foreign flag.

Nearly 20.9 million barrels, or 58.9 percent of the cargo, was carried on U.S.-flagged tankers. Additionally, when not assigned to Defense Logistics Agency-Energy point-to-point missions, MT Maersk Peary, the only long-term chartered tanker with an ice-strengthened hull, delivered 118,916 barrels of fuel to the National Science Foundation station at McMurdo Sound, Antarctica, as part of the annual resupply mission, Operation Deep Freeze. The MT Baltic Monarch delivered 207,790 barrels of fuel to Thule Air Base, Greenland, for the annual resupply mission, Operation Pacer Goose.



Military Sealift Command
Tanker MT Evergreen State
(T-AOT 5209).
(U.S. Navy photo/Released)

Dry Cargo Project Office

MSC chartered a variety of dry cargo ships to move exercise equipment, combat equipment and ammunition supporting various U.S. force rotations. MSC chartered or activated 31 vessels that delivered more than 900,000 measurement tons of cargo supporting worldwide operations.

In response to the Ebola outbreak in West Africa, MSC activated three RRF ships to support the deployment and redeployment of Army equipment and medical supplies to the region. This unique mission required extensive training and coordination to minimize risk to the crew and stevedores.

There were significant heavy-lift missions during the year. These included the movement of two decommissioned frigates, one decommissioned amphibious assault ship, and two Egyptian fast missile craft under the foreign military sales program. Additionally, MSC moved a fully assembled dock crane from Hampton Roads, Virginia, to Kings Bay, Georgia, missile tubes from Groton, Connecticut, to Port Canaveral, Florida, and a riverine command and control boat from the West Coast to the East Coast of the United States.

MSC dry cargo ships continued a global presence as they supported exercises such as Pacific Pathways and Joint Logistics Over the Shore in Pacific and the Far East regions.

Dry cargo ships also supported the annual supply deliveries to Thule Air Base, and McMurdo Station, Antarctica, as well as delivering ammunition in the Arabian Gulf and replenishing war reserve stocks for allies in various ports around the world.



The Military Sealift Command-chartered tanker ship MT Maersk Peary (T-AOT 5246) provides fuel to the National Science Foundation-chartered scientific-research vessel R/V Nathaniel B. Palmer at McMurdo Station ice pier during the annual Operation Deep Freeze Antarctica resupply mission. (U.S. Navy photo by Larry Larsson/Released)

Five Surge vessels were activated to support DOD missions and exercises in FY 2015. USNS Bob Hope supported ship-to-ship interface testing with expeditionary transfer dock (ESD) USNS Montford Point. USNS Mendonca transported the U.S. Army's 3/25 Infantry Division from Hawaii to the Joint

Training Center in Louisiana for readiness training. USNS Fisher supported the redeployment of the 3/25 back to Hawaii at the conclusion of their training evolution. USNS Kocak and USNS Obregon operated in support of the U.S. Army's Pacific Pathways initiative in the Pacific.

The USNS Sgt. Matej Kocak (T-AK 3005) recently completed its sea trials and earned its Certificate of Inspection. (U.S. Navy photo by Grady T. Fontana/Released)



Expeditionary Fast Transports

The expeditionary fast transport (formerly designated the joint high-speed vessel) is designed for rapid, intra-theater transport of troops and military equipment. Each EPF has a reconfigurable 20,000 square-foot mission bay that can quickly adapt to support a number of different missions, from carrying containerized portable hospitals to supporting disaster relief to transporting tanks and troops. An EPF is capable of transporting approximately 600 tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots and is designed to operate in austere ports and waterways. These vessels are crewed by civilian mariners while military personnel embark as required by mission sponsors. Five of the planned 11 EPFs have been delivered to MSC.

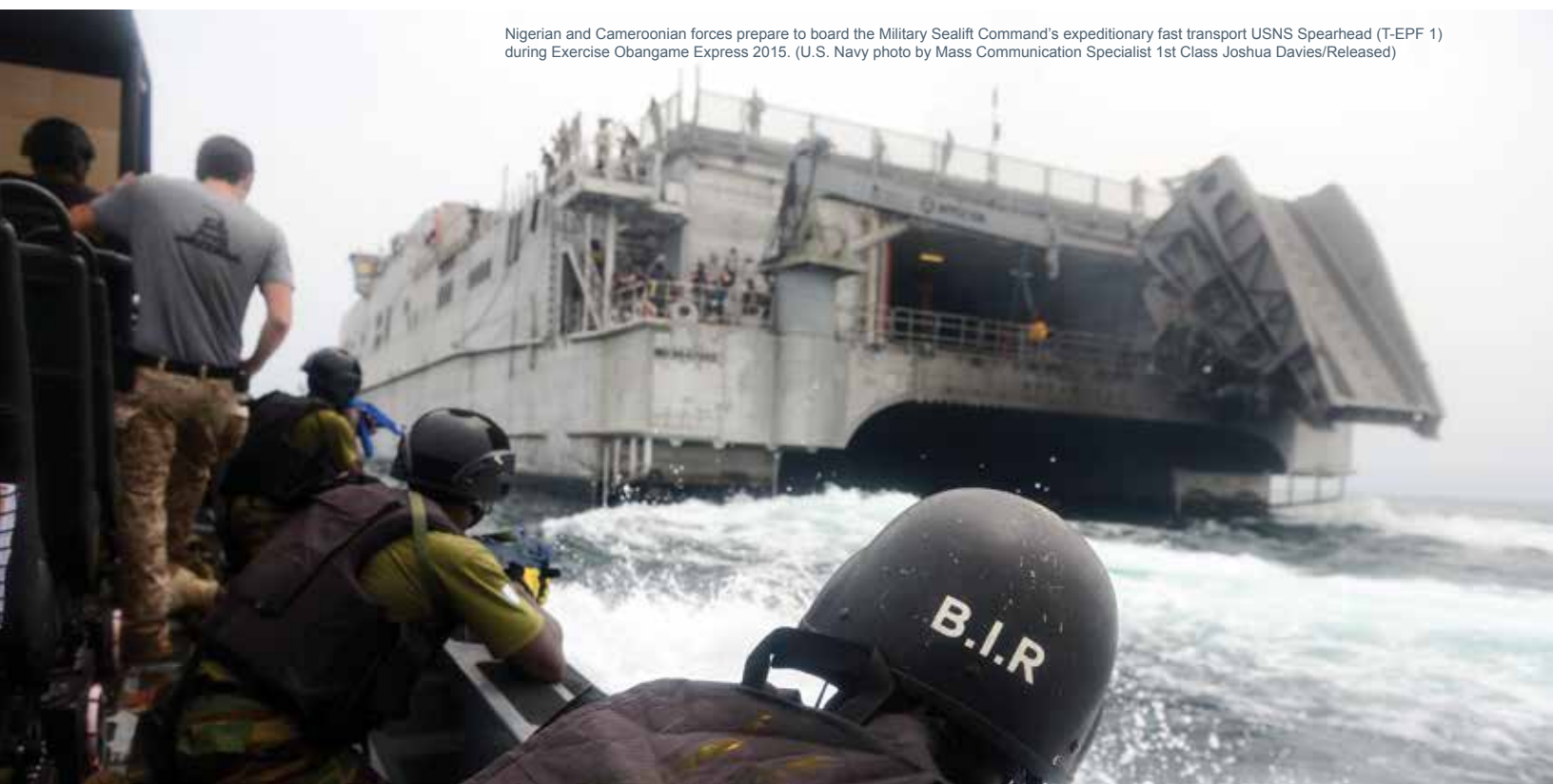
FY 2015 marked the initial movement of EPFs to various forward operating area hub ports. USNS Choctaw County participated in multiple naval exercises on the East Coast of the U.S.

and supported U.S. Southern Command, ending the year en route to a forward hub port in Bahrain. USNS Millinocket conducted its maiden operational deployment as an integral part of Pacific Partnership 15 where it conducted visits to a number of austere ports in the Central



Expeditionary Fast Transport vessels, USNS Spearhead (T-EPF 1), USNS Choctaw County (T-EPF 2) and USNS Fall River (T-EPF 4) at Joint Expeditionary Base Little Creek-Fort Story. (U.S. Navy photo by Brian Suriani/Released)

and Southern Pacific region and ended the year arriving in the hub port of Singapore. USNS Fall River completed its post-delivery work-ups, conducted a namesake visit to Fall River, Massachusetts, and prepared to reposition to its forward hub port of Iwakuni, Japan.



Nigerian and Cameroonian forces prepare to board the Military Sealift Command's expeditionary fast transport USNS Spearhead (T-EPF 1) during Exercise Obangame Express 2015. (U.S. Navy photo by Mass Communication Specialist 1st Class Joshua Davies/Released)

Expeditionary Fast Transport vessel USNS Trenton (T-EPF 5) christening ceremony. (U.S. Navy photo by Nathan Potter/Released)



USNS Spearhead, the first in this ship class, conducted a second operational deployment to Europe and Africa and again finished the year in support of U.S. Southern Command. MSC accepted delivery of USNS Trenton, which represented the U.S. Navy at the New London Heritage Festival in Connecticut, before undergoing a shakedown and test period prior to initial deployment.

The remaining five EPFs, Brunswick, Carson City, Yuma, Bismarck and Burlington, are expected to deliver between FY 2016 and FY 2018, approximately two ships per year. The name for the last EPF has yet to be announced and has a planned delivery in FY 2018.

High-Speed Transports

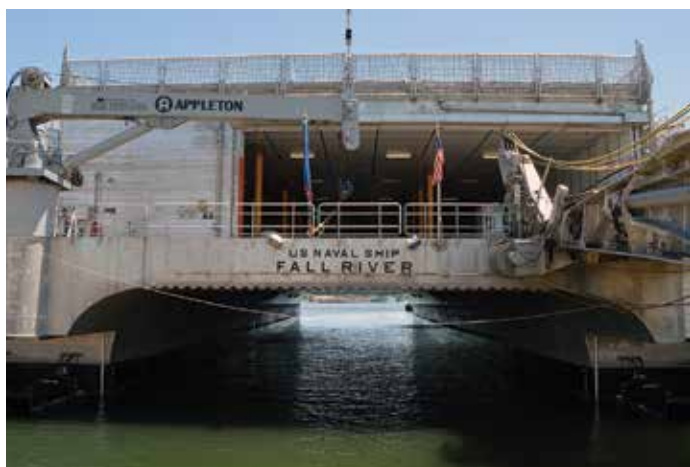
USNS Guam, the first of two high-speed transports, was acquired to support Marine Corps requirements in the Western Pacific. Following design work, modifications to the ship will begin in FY 2016. The second high-speed transport, USNS Puerto Rico, remained in ROS during FY 2015.

High-Speed Vessel

MSC-chartered vessel HSV Westpac Express, a high-speed catamaran, continued service in the Western Pacific providing transport for U.S. Marine Corps Third Marine Expeditionary Force personnel and equipment to and from exercise areas.

Ready Reserve Force Ships

Ready Reserve Force (RRF) ships are maintained and crewed by ship management companies under contract to the U.S. Department of Transportation's Maritime Administration. When activated, RRF ships come under MSC's operational control.



Expeditionary Fast Transport vessel USNS Fall River (T-EPF 4) at Joint Expeditionary Base Little Creek-Fort Story. (U.S. Navy photo by Brian Suriani/Released)

Ready Reserve Force - 46

Roll-on/Roll-off Ships - 27
Fast Sealift Ships - 8
Auxiliary Crane Ships - 6
Heavy-lift Ships - 2
Aviation Maintenance Ships - 2
OPDS Tanker - 1



Ships of the U.S. Navy's M

COMBAT LOGISTICS FORCE

Fleet Replenishment Oiler



Length – 677.5 Feet, Beam – 97.5 Feet
Displacement – 40,900-41,225 Tons

T-AO 187	USNS Henry J. Kaiser
T-AO 188	USNS Joshua Humphreys
T-AO 189	USNS John Lenthall
T-AO 193	USNS Walter S. Diehl
T-AO 194	USNS John Ericsson
T-AO 195	USNS Leroy Grumman
T-AO 196	USNS Kanawha
T-AO 197	USNS Pecos
T-AO 198	USNS Big Horn
T-AO 199	USNS Tippecanoe
T-AO 200	USNS Guadalupe
T-AO 201	USNS Patuxent
T-AO 202	USNS Yukon
T-AO 203	USNS Laramie
T-AO 204	USNS Rappahannock

Fast Combat Support



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

T-AOE 6	USNS Supply
T-AOE 7	USNS Rainier
T-AOE 8	USNS Arctic

Dry Cargo/Ammunition



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

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

SERVICE AND COMMAND SUPPORT

Hospital



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

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

Submarine Tender



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

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

Fleet Ocean Tug



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

T-ATF 168	USNS Catawba
T-ATF 169	USNS Navajo
T-ATF 171	USNS Sioux
T-ATF 172	USNS Apache

Rescue and Salvage



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

T-ARS 50	USNS Safeguard
T-ARS 51	USNS Grasp
T-ARS 52	USNS Salvor
T-ARS 53	USNS Grapple

Command



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

LCC 20	USS Mount Whitney
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Afloat Forward Staging Base



Length – 570 feet, Beam – 100 Feet
Displacement – 16,591 Tons

AFSB(I) 15	USS Ponce
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Expeditionary Mobile Base



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

T-ESB 3	USNS Lewis B. Puller
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Cable Laying/Repair



Length – 513 Feet, Beam – 73 Feet
Displacement – 15,174 Tons

T-ARC 7	USNS Zeus
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SPECIAL MISSION

Missile Range Instrumentation



Length – 224 Feet, Beam – 43 Feet
Displacement – 2,285 Tons

T-AGM 24	USNS Invincible
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Length – 534 Feet, Beam – 89 Feet
Displacement – 12,642 Tons

T-AGM 25	USNS Howard O. Lorenzen
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Navigation Test Support



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

T-AGS 45	USNS Waters
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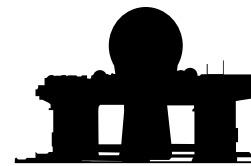
Oceanographic Survey



Length – 328.5 Feet, Beam – 58 Feet
Displacement – 5,000 Tons

T-AGS 60	USNS Pathfinder
T-AGS 62	USNS Bowditch
T-AGS 63	USNS Henson
T-AGS 64	USNS Bruce C. Heezen
T-AGS 65	USNS Mary Sears

Sea-Based X-Band Radar



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

SBX 1	Sea-based X-band Radar
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Submarine and Special Warfare Support



Length – 220 Feet, Beam – 56 Feet
Displacement – 1,903 Tons

MV C-Commando



Length – 220 Feet, Beam – 56 Feet
Displacement – 2,106 Tons

MV C-Champion



Length – 110 Feet, Beam – 22 Feet
Displacement – 65 Tons

MV Malama



Length – 228 Feet, Beam – 43 Feet
Displacement – 1,650 Tons

MV Delores Chouest



Length – 240 Feet, Beam – 54 Feet
Displacement – 3,655 Tons

MV HOS Dominator



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

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

Military Sealift Command



Ocean Surveillance



Length – 234.5 Feet, Beam – 93.5 Feet
Displacement – 3,384 Tons

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



Length – 281.6 Feet, Beam – 95.75 Feet
Displacement – 5,380 Tons

T-AGOS 23 USNS Impeccable

PREPOSITIONING

**Maritime Prepositioning Force Container,
RO/RO, Expeditionary Transfer Dock
and Dry Cargo/Ammunition**



Length – 673.2 Feet, Beam – 105.5 Feet
Displacement – 46,111 Tons

T-AK 3008 USNS 2ND LT John P. Bobo
T-AK 3009 USNS PFC Dewayne T. Williams
T-AK 3010 USNS 1ST LT Baldomero Lopez
T-AK 3011 USNS 1ST LT Jack Lummus
T-AK 3012 USNS SGT William R. Button



Length – 784 Feet, Beam – 164 Feet
Displacement – 81,406 Tons

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



Length – 906.9 Feet, Beam – 105.6 Feet
Displacement – 55,123 Tons

T-AK 3017 USNS GYSGT Fred W. Stockham



Length – 950 Feet, Beam – 105.8 Feet
Displacement – 62,644 Tons

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



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

T-AKE 1 USNS Lewis and Clark
T-AKE 2 USNS Sacagawea

Air Force Container



Length – 652-686 Feet, Beam – 87-106 Feet
Displacement – 41,000-52,878 Tons

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

Offshore Petroleum Distribution System



Length – 349 Feet, Beam – 70 Feet
Displacement – 6,491.5 Tons

T-AG 5001 USNS VADM K.R. Wheeler



Length – 160 Feet, Beam – 30 Feet
Displacement – 610.6 Tons

USNS Fast Tempo

Army Prepositioned Stocks RO/RO and Container



Length – 950 Feet, Beam – 105.8 Feet
Displacement – 62,644 Tons

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 Sodeman



Length – 950 Feet, Beam – 106 Feet
Displacement – 74,500 Tons

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

SEALIFT

Surge Sealift LMSR and RO/RO



Length – 906-954 Feet, Beam – 105.66-105.9 Feet
Displacement – 55,894-62,069 Tons

T-AKR 295 USNS Shughart
T-AKR 296 USNS Gordon
T-AKR 297 USNS Yano
T-AKR 298 USNS Gilliland
T-AKR 300 USNS Bob Hope
T-AKR 301 USNS Fisher
T-AKR 303 USNS Mendonca
T-AKR 305 USNS Brittin
T-AKR 306 USNS Benavidez
T-AKR 310 USNS Watson



Length – 821 Feet, Beam – 105.5 Feet
Displacement – 49,536 Tons

T-AK 3005 USNS SGT Matej Kocak
T-AK 3006 USNS PFC Eugene A. Obregon
T-AK 3007 USNS MAJ Stephen W. Pless



Length – 754 Feet, Beam – 106 Feet
Displacement – 51,531 Tons

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



Length – 864 Feet, Beam – 98 Feet
Displacement – 50,570 Tons

T-AK 3016 USNS LCPL Roy M. Wheat

Tankers



Length – 592-600.4 Feet, Beam – 105-105.6 Feet
Displacement – 47,876-58,746 Tons

T-AOT 5193 MT Empire State
T-AOT 5246 MT Maersk Peary



Length – 604-04 Feet, Beam – 71.10 Feet
Displacement – 29,635 Tons

T-AOT 5406 ATB Galveston/Petrochem Producer



Length – 332.6 Feet, Beam – 62.5 Feet
Displacement – 9,831.3 Tons

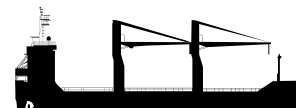
T-AOT 5356 MT SLNC Pax



Length – 615 Feet, Beam – 90 Feet
Displacement – 39,624 Tons

T-AOT 1125 USNS Lawrence H. Gianella

Dry Cargo



Length – 330 Feet, Beam – 53.3 Feet
Displacement – 9,295 Tons

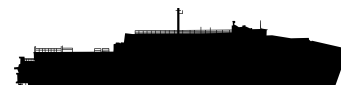
T-AK 5229 MV TransAtlantic



Length – 144 Feet, Beam – 150 Feet
Displacement – 440 Tons

T/B Sea Eagle/MB 1219

Expeditionary Fast Transport



Length – 338 Feet, Beam – 93.5 Feet
2,400 Tons

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

High-Speed Vessel



Length – 331.3 Feet, Beam – 87.5 Feet
Displacement – 2,118 Tons

HSV 4676 Westpac Express

High-Speed Transport



Length – 373-379 Feet, Beam – 78 Feet
Displacement – 1,646 Tons

HST 1 USNS Guam
HST 2 USNS Puerto Rico

Military Sealift Command Atlantic – Norfolk, Virginia

Military Sealift Command Atlantic (MSCLANT) executes tactical and administrative control for all Military Sealift Command ships in the Western Atlantic Ocean and Gulf of Mexico, and in both the Southern Atlantic and Eastern Pacific oceans



Sailors prepare to receive fuel hoses aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69) during an underway replenishment with the Military Sealift Command fleet replenishment oiler USNS Kanawha (T-AO 196). (U.S. Navy photo by Mass Communication Specialist Seaman Anderson W. Branch/Released)

surrounding Central and South America. MSCLANT schedules and provides all combat logistics support for Commanders, Task Force 80 and 40. Additionally, MSCLANT deploys combat logistics force ships to support U.S. 4th, 5th and 6th Fleets and provides direct support for all carrier strike groups deploying from CTF 80.

MSCLANT maintained daily oversight of approximately 35 ships that loaded and discharged thousands of pieces of government cargo, millions of barrels of petroleum products and tons of ordnance. MSCLANT supported 10 deployments, 14 major fleet exercises, six fleet ordnance moves, two tows and one Joint POW/MIA Accounting Command mission.

USNS Spearhead deployed twice, participating in law enforcement activities, special operations training events, and a series of partner nation engagements in Africa and South America.

Anti-Terrorism Force Protection (ATFP) teams, provided support for 20 high-threat chokepoint transits of the Panama Canal and conducted 23 spot checks onboard MSC ships from New England to the Gulf of Mexico. ATFP coordinated port security and the layberth requirements for large medium-speed roll-on/roll-off ship USNS Mendonca for the first time at Naval Station Norfolk. ATFP support for berthing the ship at the Naval Station enabled MSC to utilize a more efficient government-controlled layberth facility that led to significant utility and facility cost savings compared to private layberth costs.

Operations

October 2014: USNS William McLean served as the primary combat logistics force ship supporting the Iwo Jima Amphibious Ready Group/Marine Expeditionary Unit exercise, which prepares Sailors and Marines to support maritime security operations and theater security cooperation activities in U.S. 5th and 6th



A Marine with Combat Logistics Regiment 25, 2nd Marine Logistics Group, guards his post during a full-ship security drill aboard the cargo and ammunition ship USNS Medgar Evers (T-AKE 13). (U.S. Marine Corps photo by Lance Cpl. Olivia McDonald/Released)

Fleets' areas of operation. McLean also served as the high-value unit during anti-submarine warfare exercises, supporting USS Theodore Roosevelt battle group during its group sail. McLean served as a key platform for Marines to conduct opposed visit, board, search and seizure training.

November: Supporting Operation United Assistance, two ships from the Maritime Administration's Ready Reserve Force, MV Cape Rise and MV Cape Wrath, were activated and loaded with critical medical supplies, equipment and machinery needed to build and support Ebola treatment units in Liberia.

During Exercise Bold Alligator off the coast of Virginia, USNS John Lenthall and USNS William McLean provided replenishment at sea support, while USNS Medgar Evers participated as an

afloat intermediate aviation maintenance platform, embarking 56 Marine Corps aviation maintenance personnel. USNS Choctaw County served as a fuel transfer point from the seabase to forces ashore while USNS Apache served as an opposing force platform, shadowing friendly forces and conducting interdiction of supply lanes.

December: USNS Comfort, one of two hospital ships, participated in Comfort Exercise in Norfolk, Virginia. For five days, more than 200 doctors and nurses from Naval Medical Center Portsmouth's Healthcare Simulation Center and medical personnel from other East Coast medical treatment facilities practiced caring for simulated patients. The exercise prepared the medical staff for providing support to service members on the battlefield, responding to domestic or international medical disasters and in preparation for a deployment in April.



The guided-missile destroyer USS Ross (DDG 71) conducts a replenishment at sea with the Military Sealift Command fleet replenishment oiler USS John Lenthall (T-AO 189). (U.S. Navy photo by Mass Communication Specialist 3rd Class Robert S. Price/Released)

January 2015: Two replenishment oilers, USNS John Lenthall and USNS Laramie, deployed to U.S. 5th and 6th Fleets areas of operation, where these two ships provided underway replenishment of fuel, fleet cargo, stores and other critical supplies that enabled the fleets to remain at sea, on station, and combat ready.

Rescue and salvage ship USNS Grasp served as a key platform for a dive training exercise in Key West, Florida, that included mixed-gas diving, rebreather diving, chamber operations and emergency procedure drills.

February: USNS Kanawha returned to Naval Station Norfolk after a three-month deployment supplying fuel, cargo and supplies to Navy ships in the Mediterranean Sea and off the coast of Africa. Kanawha serviced more than two dozen ships, including USS Cole, USS Mahan and USS New York.

March: Fast Combat Support ship USNS Arctic deployed with USS Harry S. Truman Carrier Strike Group to the Arabian Gulf, providing underway replenishment support for the battle group.



Lieutenant Ashley Rohrman, a pediatric nurse from USNS Comfort (T-AH-20), dances with students from Sor Maria Josefa Martain School in Santa Rosa de Aguan, Honduras, during a community relations event supporting Operation Continuing Promise. (U.S. Marine Corps photo by Cpl. Kirstin Merrimarajara/Released)



The aircraft carrier USS Harry S. Truman (CVN 75) conducts a replenishment at sea with the fast combat support ship USNS Arctic (T-AOE 8) in the Gulf of Oman. (U.S. Navy photo by Mass Communication Specialist 3rd Class Preston Paglinawan/Released)

April: USNS Medgar Evers delivered 138,000 gallons of fuel to USS Porter during Exercise Joint Warrior, a semi-annual training exercise conducted in the coastal waters off the United Kingdom, designed to employ NATO and Allied forces in a multi-warfare environment that prepares forces for future missions.

USNS Comfort deployed as part of Continuing Promise, a five-month humanitarian mission to 11 Latin American and Caribbean countries: Belize, Colombia, Dominica, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Nicaragua and Panama. The ship's medical

detachment and staff provided medical, dental and veterinary services, assisted with civic and engineering projects, and conducted subject-matter exchanges, all serving to support and strengthen military and diplomatic relationships.

May: Civil service mariners aboard USNS William McLean and crews from the Coast Guard's Fifth District rescued two people aboard a small sailboat in distress in open waters 50 miles south east of Ocean City, Maryland. McLean launched a fast rescue boat with a dewatering pump, sheltered the sailboat from choppy seas and facilitated the dewatering and repair of the sailboat.



Military Sealift Command hospital ship USNS Comfort (T-AH 20) sits anchored off the coast of Nicaragua during Continuing Promise 2015. (U.S. Navy photo by Mass Communication Specialist Seaman Kameron Guy Hodnett/Released)

June: USNS Apache towed an unmanned, defueled nuclear powered submarine from Portsmouth Naval Shipyard, Maine, through the Panama Canal to Naval Station San Diego.

July: MSCLANT executed Operation Pacer Goose, a resupply mission to provide fuel, equipment and machinery to Thule Air Base, Greenland, which lies 700 miles north of the Arctic Circle. For this mission, MSC chartered MV Ocean Giant, a multi-use container and break-bulk ship, to deliver 4.3 million pounds of dry cargo to the base while MSC-chartered vessel MT Baltic Monarch delivered jet fuel. Both ships were escorted in and out of Thule, North Star Harbor by the Canadian Coast Guard Icebreaker George R. Pearkes.

August: MSCLANT's Jacksonville, Florida, office played a key role in the Maritime Prepositioning Fleet Exercise (MPFEX), involving USNS 1st LT Jack Lummus. A total of 348 Marines from Second Marine Expeditionary Force drove 306 pieces of equipment off the Lummus onto a roll-on/roll-off discharge facility and Improved Navy Lighterage operated by 193 Sailors from an Assault Craft Unit, Assault Beach Unit and Navy Cargo Handling Battalion. The remaining 704 pieces of combat equipment were discharged while pierside at Blount Island, Jacksonville, Florida. USNS Lumus was critical to the success of MPFEX, ensuring the Navy and the Marine Corps team developed the proficiency to perform this task during a contingency operation. Navy Reservists from Expeditionary Port Units 109 and 110 participated in the exercise.



A roll-on/roll-off discharge facility and an Improved Navy Lighterage System are attached to USNS 1ST LT Jack Lummus (T-AK 3011) with ropes and a ramp during a Maritime Prepositioning Force Exercise allowing Marines with Combat Logistics Regiment 25 and Sailors with Naval Beach Group 2 to offload the Lummus using in-stream methods off the coast of Marine Corps Support Facility Blount Island, Florida. (U.S. Marine Corps photo by Sgt. Shawn Valosin/Released)

September: Two Expeditionary Fast Transport vessels, formerly known as joint high-speed vessels, participated in two port visits. USNS Trenton visited New London, Connecticut, where it participated in the annual Maritime Heritage Festival. While there, the ship hosted more than 1,500 visitors, continuing the process of introducing these new vessels to the American public and providing a backdrop to showcase how civilian mariners continue to build on the long tradition of service to the nation. USNS Fall River visited its namesake city, Fall River, Massachusetts. The ship and crew hosted more than 700 visitors, including state and city leaders.

Military Sealift Command Pacific – San Diego

Military Sealift Command Pacific (MSCPAC) exercises operational control over Military Sealift Command ships in the U.S. 3rd Fleet area of operations in the Eastern Pacific from the U.S. West Coast to the International Dateline. During FY 2015, MSCPAC ships delivered fuel, food, supplies and ammunition to U.S. Navy combatants, performed a variety of special missions, and transported vital military cargo to U.S. and allied nations.

Operations

December 2014: Annual Operation Deep Freeze (ODF) resupply mission to McMurdo Station, Antarctica, began as charter MT Maersk Peary departed Male, Maldives, and charter MV Ocean Giant departed Naval Base Ventura County's Port Hueneme Pier. During ODF, the chartered ships delivered 100 percent of the fuel and 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year.



The supply ship MV Ocean Giant transits to the National Science Foundation's McMurdo Station, Antarctica, through a turning basin opened in the ice by the crew of the Coast Guard Cutter Polar Star. (U.S. Coast Guard photo by Petty Officer 1st Class George Degener)

January 2015: ODF supply mission offloads began with the arrival of the chartered tanker ship MV Ocean Giant at McMurdo Station ice pier. Members of Navy Cargo Handling Battalion One, already on station, worked around-the-clock offloading the nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts. In addition, retrograde cargo such as trash and recyclable materials for disposal and equipment no longer required on the station, was loaded onto the ship for transportation off the continent. This year marked the 60th anniversary of the establishment of McMurdo Station and its resupply mission which began in 1955. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station was established.

February: Voyage charter MV Coastal Venture arrived at the Port of San Diego's 10th Avenue Terminal to load two patrol boats. Following the load, the boats were delivered to Jacksonville, Florida.

March: USNS Mendonca, located in Bremerton, Washington, was activated to support the Army's 3rd Brigade, 25th Infantry Division cargo movement of 1,646 pieces of rolling stock from Pearl Harbor, Hawaii, to Beaumont, Texas.

April: USNS Millinocket arrived in Pearl Harbor, Hawaii, with 20 pallets of supplies for Project Handclasp, a program that distributes donated materials to our friends in need in foreign countries on behalf of American citizens. In addition to the Project Handclasp supplies, Millinocket delivered 40 pallets of mission-oriented supplies such as Meals Ready-to-Eat and water, for use by U.S. Marines participating in the annual Culebra Koa exercise.

USNS Montford Point conducted Landing Craft, Air Cushion (LCAC) interface training off the coast of Camp Pendleton, California. The training prepared the ship's crew for participation in exercise Culebra Koa.

MT Empire State arrived in Port Hueneme, California, for underway replenishment training

with employees from Crowley Maritime Corp. and Maersk Line Ltd. operating companies.

May: USNS Montford Point, USNS Millinocket and USNS Dahl participated in exercise Culebra Koa off the coast of Hawaii. Culebra Koa is a U.S. Pacific Fleet training exercise designed to demonstrate and increase proficiency in expeditionary operations. Military Sealift Command ships participated in the seabasing component of the exercise. The 785-foot Montford Point served as a floating port at sea, marrying up with supply ships to offload equipment. Dahl maneuvered alongside Montford Point, while a ramp connected the two ships, allowing materials to be moved across Montford Point's deck to LCACs, for delivery ashore. In addition to Dahl, Millinocket conducted skin-to-skin transfers with Montford Point. Montford Point's ability to ballast to just above the



A Stryker Armored Combat Vehicle from U.S. Army 25th Infantry Division is loaded on to USNS Millinocket (T-EPF 3) at Joint Base Pearl Harbor Hickam in preparation for exercise Culebra Koa 2015. (U.S. Navy Photo by Lt. Russell Wolfkiel/Released)

waterline, allows the 87-foot LCACS and 26-foot Marine Corps amphibious assault vehicles to dock and launch from the ship's deck.

MSCPAC welcomed new commander, Capt. David Dry, during a change of command ceremony on board the USS Midway Aircraft Carrier Museum in San Diego. Dry relieved Capt. Michael Taylor, who served as commander of MSCPAC since 2013.

USNS Mercy and USNS Millinocket departed San Diego for the four-month Pacific Partnership mission. Pacific Partnership is the largest annual multilateral humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Asia-Pacific region.

USNS Cesar Chavez entered San Diego Bay as a high-value unit and was escorted by the Navy Coastal Riverine Group One security boats.

June: USNS Lewis B. Puller, the first Expeditionary Mobile Base, was delivered to MSC in San Diego. Puller is built to support a variety of maritime-based missions and features a flight deck, mission personnel berthing, added fuel and equipment storage, and repair spaces.

Canadian CMDRE Bob Auchterlonie, Commander, Canadian Fleet Pacific, presented the Canadian Chief of Defense Unit Commendation to the crew of USNS Sioux for their recovery and tow of HMCS Protecteur. Sioux was the primary towing asset that assisted the Protecteur following a main engineering space fire that caused the ship to lose power during the ship's transit from Pearl Harbor to Equimalt, British Columbia.

USNS Cesar Chavez participated in Exercise Northern Edge in the Gulf of Alaska, providing combat logistics support.

July: USNS Apache arrived in San Diego, towing the decommissioned U.S. Navy submarine, ex-Miami. Apache departed Portsmouth Naval Shipyard, Maine, in June with ex-Miami, arriving in San Diego. USNS Sioux completed the tow, moving ex-Miami from San Diego to Puget Sound Naval Ship Yard, Washington.

Large, medium-speed roll-on/roll-off ship USNS Fisher discharged 1,655 pieces of 25th Infantry Division cargo in Pearl Harbor, Hawaii. The cargo offload was facilitated by Navy Cargo Handling Battalion One. Following the offload, Fisher traveled to Bremerton, Washington, for reduced operating status berthing.



Military Sealift Command mariner Ernie Danez, from Yigo, Guam, throws a mooring line from the hospital ship USNS Mercy (T-AH 19) as the ship arrives at Subic Bay, Philippines, during Pacific Partnership 2015. (U.S. Marine Corps photo by Sgt. Valerie Eppler/Released)



USNS Apache (T-ATF 172) moored at Portsmouth Naval Shipyard, Maine, preparing to tow ex-Miami. (U.S. Navy photo by Chief Mate Bryan Stoots)

August: Fleet replenishment oilers USNS Henry J. Kaiser and USNS Yukon provided logistics support to USS John C. Stennis and nine-ship battle group during a three-week composite unit training exercise off the coast of Southern California.

USNS Henry J. Kaiser supported Commander, U.S. 3rd Fleet and Naval Special Warfare Command in their certification of the new Combatant Craft Medium. Kaiser served as a platform for visit, board, search and seizure training, and hook and climb training off the coast of Point Loma, California.

September: The Maritime Administration heavy lift ship SS Cape Mohican participated as an MSC-contracted ship for Exercise Brilliant Zenith. Conducted by Naval Beach Group One, the exercise was a Maritime Prepositioning Force event pierside at Naval Station San Diego, and at anchorage off the coast of San Diego. Over the course of the exercise, Beach Group personnel loaded the ship with 19 causeway sections, two causeway ferries, three warping tugs, two LCUs and two LCACs.

USNS Richard E. Byrd conducted loadout operations in San Diego. Over the course of four days, the ship loaded 459 pallets of fresh, dry and frozen food, supplies, and nearly 1,100 pounds of mail for delivery to the aircraft carrier USS George Washington. The Byrd loadout, coordinated by MSCPAC's logistics department, was part of a series of logistics support operations that resupplied George Washington as the carrier transited from its former homeport of Yokosuka, Japan, to Norfolk, Virginia.

USNS Mercy returned to San Diego completing the Pacific Partnership deployment to Southeast Asia and Oceania. During the deployment, Sailors provided health care, conducted surgical procedures, and hosted engagement and community relations events with host nations.

USNS Navajo completed the tow of ex-Gary beginning in San Diego and ending in Pearl Harbor, Hawaii. Ex-Gary was the last of the San Diego-based frigates of the Oliver Hazard Perry class.



Sailors attached to Amphibious Construction Battalion (ACB) 1, on the improved navy lighterage system (INLS) Warping Tug 2 back out from the elevator of the Military Sealift Command heavy lift ship SS Cape Mohican (T-AKR 5065) after positioning two INLS combination modules during Exercise Brilliant Zenith 2015. (U.S. Navy photo by Mass Communication Specialist 3rd Class Eric Chan/Released)



The Military Sealift Command fleet ocean tug USNS Navajo (T-ATF 169) passes the U.S. Coast Guard Cutter USCGC Boutwell (WHEC-719) in San Diego Bay, California. (U.S. Navy photo by Mass Communication Specialist 3rd Class D'Andre L. Roden/Released)

Thad K. Hyatt, 1st Engineer of USNS 1st Lt. Jack Lummus, a cargo ship with Military Sealift Command, supervises U.S. service members supporting Exercise African Lion 15 offload vehicles and gear at a port of Agadir, Morocco. (U.S. Marine Corps photo by Lance Cpl. Kelly L. Street, 2D MARDIV COMCAM/Released)



Military Sealift Command Europe and Africa – Naples, Italy

Military Sealift Command Europe and Africa (MSCEURAF) directs ships that support U.S. European Command, U.S. Africa Command and U.S. Transportation Command. The MSCEURAF staff also supports Commander, Task Force 63 under U.S. 6th Fleet.

MSCEURAF supports ships deployed to or transiting through the region to conduct combat logistics; theater security cooperation; oceanographic survey; rescue and salvage; maritime prepositioning and sealift operations. During FY 2015, MSCEURAF managed the operations of 55 ships in the EUCOM and AFRICOM areas of responsibility. Combat logistics force ships conducted underway replenishments, delivered millions of gallons of fuel and thousands of pallets of vital food, supplies, mail and other cargo to U.S. and foreign navies throughout the region.

Military Sealift Command assets participated in six major exercises and made more than 294 port calls to 48 different locations. MSCEURAF staff coordinated



U.S. Coast Guard Lt. Jeffrey Deitel, left, law enforcement detachment officer-in-charge, U.S. Coast Guard Lt. Cmdr. John Carter, African Maritime Law Enforcement Partnership officer-in-charge, and Capt. Doug Casavant, civil service master of the expeditionary fast transport USNS Spearhead (T-EPF 1), look on as U.S. Navy Capt. Marc Lederer, mission commander of Spearhead, discusses the importance of joint operations during the closing ceremony for African Maritime Law Enforcement Partnership. (U.S. Navy photo by Mass Communication Specialist Seaman Justin R. DiNiro/ Released)

49 ship transits through the Strait of Gibraltar. Sealift ships delivered 809 containers of cargo and transferred 7.65 million barrels of fuel to various fuel-bunkering locations throughout Europe.

Operations

October 2014 to September 2015:

Four fleet replenishment oilers, USNS Leroy Grumman, USNS Kanawha, USNS John Lenthall, and USNS Big Horn, successively deployed to the 6th Fleet area of operations to serve as the U.S. 6th Fleet duty oilers responsible for providing fuel and replenishment cargo to U.S. and NATO ships operating in theater.

The three largest offloads during the fiscal year were MSC-chartered cargo ship MV Cape Wrath's offload of 466 pieces of Operation Unified Assistance Cargo in Buchanan, Liberia; USNS 1st LT Jack Lummus' offload and subsequent reload of 275 pieces of U.S. Marine Corps cargo in Agadir, Morocco, for Exercise African Lion; and the offload of 306 containers of cargo from MSC-chartered cargo ship MV Seattle in Nordenham, Germany.

MSC oceanographic survey ship USNS Bruce C. Heezen conducted routine survey operations in U.S. 6th Fleet area of operations.

January to May 2015: Expeditionary Fast Transport USNS Spearhead entered the 6th Fleet area of operations in January for a four-month deployment to West Africa for Africa Partnership Station, an ongoing effort to leverage training and operational engagements among regional partners. After a short stop for fuel and the on-load of personnel and cargo in Rota, Spain, Spearhead made port stops in Mindelo, Cabo Verde; Praia, Cabo Verde; Dakar, Senegal; Sekondi, Ghana; Accra, Ghana; Luanda, Angola; Port Gentil, Gabon, and Douala, Cameroon. The ship participated in multinational exercises Saharan Express and Obangame Express, playing lead roles in the exercises as a platform for boarding scenarios, with U.S. partners in the Gulf of Guinea. Spearhead's civil service mariner and military



Sailors, Coast Guardsmen and embarked Ghanaian military forces approach the Military Sealift Command's expeditionary fast transport USNS Spearhead (T-EPF 1) during Africa Maritime Law Enforcement Partnership. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenan O'Connor/Released)

crew also conducted two months of Africa Maritime Law Enforcement operations in Cabo Verde, Ghana and Senegal with members of the Cabo Verdean, Ghanaian and Senegalese navies, marine police and fisheries departments.

During the deployment, the ship hosted tours for visitors and media, two large distinguished-visitor receptions, and several press events. Additionally, the Spearhead crew participated in community relations activities with the U.S. embassies in Cameroon, Senegal and Ghana.



A U.S. Marine Corps M1A1 Abrams tank is offloaded from the USNS 1st Lt. Jack Lummus (T-AK 3011), a Military Sealift Command cargo ship, during a Maritime Prepositioning Force offload in preparation for Exercise African Lion 15 at the port in Agadir, Morocco. (U.S. Marine Corps photo by Lance Cpl. Kelly L. Street, 2D MARDIV COMCAM/Released)

January to September:

U.S. 6th Fleet command and control ship USS Mount Whitney returned to its homeport in Gaeta, Italy, at the end of September after completing a nine-month dry-dock period in Rijeka, Croatia. During its 270 days at the Viktor Lenac shipyard, the Blue Ridge-class command and control ship underwent several modifications on its hull, received mechanical and electrical integrity improvements.

May to September:

Rescue and salvage ship USNS Grasp deployed to the Mediterranean Sea and coast of West Africa with a crew of civil service mariners and Navy divers from Mobile Diving and Salvage Unit Two embarked aboard the ship. In the Mediterranean Sea, Grasp made port stops in Rota, Spain; Tangier, Morocco; and Cartagena, Spain.

The ship also played a role in multinational exercise Phoenix Express. In West Africa, Grasp participated in Africa Partnership Station, an ongoing effort to leverage training and operational engagements among regional partners. During this participation, the ship made port stops in Abidjan, Cote d'Ivoire; Sekondi, Ghana; Douala, Cameroon, and Dakar, Senegal in support of dive operations and theater security cooperation events. In August and September, Grasp participated in a two-month long POW/MIA recovery mission to search the site of a sunken World War II aircraft off the coast of Grado, Italy.

June: MSC-contracted cargo ship MT Baltic Monarch loaded 205 million barrels of JP8 fuel in Algeiras, Spain, for Operation Pacer Goose, the annual replenishment mission to Thule Air Base, Greenland.

July to September: Roll-on/roll-off ship USNS SGT William R. Button supported NATO Joint Exercise Trident Juncture in the Mediterranean Sea.



The U.S. 6th Fleet command and control ship USS Mount Whitney (LCC 20) is tugged into the staging area to begin the dry dock process in the Viktor Lenac Shipyard in Rijeka, Croatia. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mike Wright/Released)



U.S. Marines assigned to Task Force Ironhorse gather for a group photo outside the U.S. Naval Ship SGT William R. Button (T-AK 3012) as they prepare for NATO-led Exercise Trident Juncture 2015. (U.S. Army photo by Visual Information Specialist Jason Johnston/Released)

Military Sealift Command Central – Manama, Bahrain

Military Sealift Command Central (MSCCENT) represents Military Sealift Command in the U.S. Central Command area of responsibility, which includes the Arabian Gulf, Arabian Sea, Gulf of Oman, Horn of Africa, Gulf of Aden, and Red Sea. MSCCENT provides reliable and efficient at-sea combat logistics, special mission support, and maritime services to meet U.S. Central Command requirements.

The MSCCENT commander is also dual-hatted as commander of Logistics Forces U.S. Naval Forces Central Command/Commander Task Force 53. The commander exercises tactical command of U.S. 5th Fleet air and sea logistics assets.

During FY 2015, combat logistics force ships under MSCCENT's tactical command conducted replenishment at sea events delivering pallets of food and supplies and millions of gallons of fuel to Navy and coalition ships. Tankers in the MSCCENT area of operations delivered more than 470 million gallons of fuel worth more than \$1.5 billion to Department of Defense distribution depots across the region. Additionally, MSC delivered more than 5.7 million pieces of ammunition worth over \$520 million. In aggregate, MSCCENT moved over \$2.5 billion worth of fuel, stores, ammo, and other supplies to the fleet.



The dry cargo and ammunition ship USNS Robert E. Peary (T-AKE 5) conducts a vertical replenishment at sea with the aircraft carrier USS George H.W. Bush (CVN 77) in the Persian Gulf. (U.S. Navy photo by Mass Communication Specialist 3rd Class Scott Barnes/Released)



A California sea lion with the Navy Marine Mammal Program, retrieves an object for his handler during the International Mine Countermeasures Exercise (IMCMEX) 2014. IMCMEX includes navies from more than 44 countries, whose focus is to promote security through mine countermeasure operations. (U.S. Navy photo by Mass Communication Specialist 1st Class Kathleen Gorby/Released)

Operations

October 2014 to September 2015: Security teams conducted more than 200 missions aboard MSC ships in support of Operation Inherent Resolve as part of coordinated force protection against waterborne and land-based terrorist attacks in the MSCCENT area of operations.

October: USNS Catawba provided mine countermeasure support during the International Mine Countermeasure Exercise. The support included the transportation of the U.S. Marine Mammal Sea Lions to perform mine detection and clearance, and equipment recovery.

November: USNS Robert E. Peary safely executed 82 underway replenishments and 31 inport replenishments while transferring over 10,794 pallets of cargo, provisions, and supplies, including an additional 5.3 million gallons of fuel in support of Operation Inherent Resolve and maritime security operations.

December: MSCCENT's ammunition team coordinated the delivery of over 57,000 pounds of ammunition to U.S. assets in theater. Additionally, the crew of the fleet replenishment oiler USNS Laramie provided unmatched support to both U.S. and coalition ships operating in theater. The ship safely and efficiently conducted 54 underway replenishments and 11 inport replenishments, while transferring over 2,055 pallets of cargo, provisions, and supplies. USNS Laramie also delivered 6.4 million gallons of fuel in support of Operation Inherent Resolve, maritime security operations, and numerous contingency operations.

February 2015: MSCCENT's combat logistics team scheduled the replenishment of USS New York via small boat transfer in Kuwait, a first in the



Seaman Jarrod Remington and Boatswain's Mate 3rd Class Spencer Norwood signal to the Military Sealift Command dry cargo and ammunition ship USNS Robert E. Peary (T-AKE 5) as it delivers ammunition to the aircraft carrier USS Dwight D. Eisenhower (CVN 69) during an ammunition onload. (U.S. Navy photo by Mass Communication Specialist Seaman Anderson W. Branch/Released)

theater. The subsistence prime vendor met the crew at the landing to deliver stores for sustainment. This was a test of the ability to provide required material to a customer vessel at anchor and exercised another method to maintain proper sustainment in a challenging environment.

March: FS Meuse (French oiler) and USNS Catawba completed a towing exercise as part of Exercise Shamal. This fleet asset continues to play a valuable role in exercises and training for the U.S. 5th Fleet.



Sailors assigned to the guided-missile destroyer USS Farragut (DDG 99) man a phone and distance line to the Military Sealift Command fleet replenishment oiler USNS Laramie (T-AO 203) during an underway replenishment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jackie Hart/Released)



Navy Divers and Explosive Ordnance Disposal Technicians, assigned to Commander, Task Group (CTG) 56.1, work together from USNS Catawba (T-ATF 168) to salvage an F/A-18 F Super Hornet lost at sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Arthurgwain L. Marquez/Released)

April: CTF 473 shifted tactical control of FS Meuse to support MSCCENT/CTF 53's mission. During its 30 days under U.S. tactical control, it transferred 230,000 gallons of fuel to USS Ponce and USS Carl Vinson. MSCCENT coordinated a fuel transfer from USNS Rainier to Meuse consisting of more than 400,000 gallons of JP-5.

USNS Catawba supported Operation Neptune Rihala, which validated the sustainability of coalition mine countermeasure capabilities, improved interoperability, and maintained mine countermeasure unit proficiency.

May: MSCCENT provided uninterrupted logistics support to the USS Iwo Jima Amphibious Readiness Group and multiple coalition ships in and around the Gulf of Aden engaged in Yemen contingency operations.

June: USNS Catawba and the CTG 56.1 dive team completed the salvage of F/A-18F wreckage from the Arabian Gulf sea floor. The Catawba crew worked diligently during a month-long operation to safely recover and transport the salvaged aircraft.

July: MSCCENT's logistics experts developed a plan to ensure USS Essex was in receipt of provisions prior to repositioning off the southern Somali coast in support of the U.S. presidential visit to Kenya. At the same time, RFA Fort Victoria (United Kingdom logistics ship) completed her first logistics run while under tactical control of MSCCENT/CTF 53. She delivered 135 pallets of cargo and 529,000 gallons of fuel to U.S. and coalition ships. Fort Victoria's support during Yemen contingency operations highlights the importance of mutual coalition support.

August: Exercise Crescent Danger, a recurring, annual training event, employed 18 Expeditionary Port Unit personnel in Salalah, Oman, to simulate opening and operating a logistics port during combat operations.

September: MSC-chartered MV Seattle completed an ammunition delivery mission to the U.S. Central Command area of operations, which provided munitions to forces in the region.

Military Sealift Command Far East – Singapore

Military Sealift Command Far East (MSCFE) exercises operational control over Military Sealift Command ships that support U.S. Pacific Command, U.S. Transportation Command and U.S. 7th Fleet. MSCFE is co-located with Commander, Logistics Group, Western Pacific/Commander, Task Force 73 at Sembawang Wharves in Singapore. During FY 2015, MSCFE managed a daily average of 47 ships representing all mission areas in the vast U.S. 7th Fleet area of operations.

MSC-chartered shuttle ship, MV Mohegan, moved dry cargo and supplies to and from the remote island of Diego Garcia 12 times during the fiscal year. MSC fuel tankers moved aviation and diesel fuel to ports throughout the region, including Guam, Japan, Republic of Korea, Wake Island, Diego Garcia, Singapore, and Kwajalein Atoll.

Operations

October 2014: Maritime Prepositioning Squadron (MPS) Three participated in Amphibious Landing Exercise in Subic Bay, Philippines. USNS Sacagawea and the 118 embarked military personnel provided Joint Logistics Over-the-Shore (JLOTS) via the Improved Ribbon Bridge/Bridge Erection Boat, MV-22 Osprey, and CH-53E Super Stallion to support Marine Corps units ashore during the exercise. This exercise served to validate the Improved Ribbon Bridge/Bridge Erection Boat combination as a viable ship-to-shore connector for the T-AKE strategic sealift ships.

In addition, MPS Squadron Three also participated in Exercise Pacific Horizon. USNS Dahl and USNS PFC Dewayne T. Williams anchored off the coast of Camp Pendleton, California. The Dahl conducted JLOTS for its 258 primary end items via USNS Montford Point and landing craft air cushion, and roll-on/roll-off discharge facility operations. This was the first exercise using the expeditionary transfer dock class of ships as part of the JLOTS ship-to-shore chain.

November: MV Clipper Makiri, an MSC-chartered ship moving U.S. Army cargo, completed equipment backload in port Shiraoi, Japan, as part of Exercise Pacific Pathways.



U.S. Marines participating in Amphibious Landing Exercise 2015 transport supplies to the USNS Sacagawea (T-AKE 2) using components of an Improved Ribbon Bridge pushed by Bridge Erection Boats while executing ship-to-shore transport operations. (U.S. Marine Corps photo by Cpl. Drew Tech/Released)

December: MSC Ship Support Unit Singapore conducted a community relations event with USNS Pecos to deliver Project Handclasp materials from Singapore to Pattaya, Thailand. The MSCFE Chaplain met USNS Pecos in Pattaya and facilitated distribution of materials to five community organizations.

January 2015: MPS Squadron Three and Marine Special Operations Command operators participated in a visit board search and seizure (VBSS) exercise and conducted training on the USNS 1ST LT Jack Lummus and USNS 2nd LT John P. Bobo. During the exercise, the team facilitated night helicopter operations, fast

Sailors of Navy Cargo Handling Battalion ONE (NCHB 1) off load a ramp module from the USNS Dahl (T-AKR-312) during an offload of the improved navy lighterage system (INLS) in support of Pacific Horizon 2015. (U.S. Navy photo by Command Master Chief Michael Lopez/Released)





USNS Pililaau (T-AKR 304), a large, medium-speed roll on/roll off ship, is loaded with cargo and equipment to be used during exercise Cobra Gold. (U.S. Marine Corps photo by MCIPAC Combat Camera Lance Cpl. Sergio RamirezRomero/Released)

roping, VBSS boat boarding, and a simulated medical evacuation. The final tactical evolution included a coordinated helicopter and boat assault with fast rope, and hook and ladder take-over of the vessel.

February: In support of Exercise Cobra Gold, the USNS Pililaau arrived in La em Chabang, Thailand and the Marines and Pililaau crew offloaded 105 principle end items. The ship then proceeded to Chuk Samet, Thailand, to remain at anchor until the offload in March at La em Chabang. The USNS Rappahannock supported Commander, Task Force 71 as part of Cobra Gold, conducting VBSS exercises.

March: The USNS Pililaau traveled to White Beach, Okinawa, where it remained at anchor while preparing for exercise Freedom Banner. The Marine Corps Offload Preparation Party sourced from 3rd Marine Logistics Group and boat crews from Assault Craft Unit One embarked; and USNS Pililaau departed White Beach destined for Subic Bay, Republic of Philippines, to commence offload in support of the exercise.

April: The USNS Sacagawea, USNS Pililaau, USNS PFC Eugene A. Obregon, and Marine Corps Reserve Expeditionary Port Units (EPU) supported Exercise Balikatan in Subic Bay, Republic of the Philippines. Eight reservists of EPU 102 from New York and three Strategic Sealift Officers

supported the exercise. The reserves deployed to Subic Bay, set up a mobile sealift operations center van, and supported the discharge of equipment for the exercise from the ships and Army landing craft. They participated in the Marine Corps' operations group watches and briefings, and supported MPSRON-3 as well as other visiting Combat Logistics Force and Special Mission ships. EPU 115 from Honolulu and EPU 111 from Oklahoma City deployed in phases to cover the operations for the exercise.

May: Members of Explosive Ordnance Disposal Mobile Unit Five along with counterparts from the Singaporean Navy and Australian Army safely conducted two days of training aboard USNS 2nd LT John P. Bobo. The training allowed the EOD personnel the opportunity to practice boarding and search operations on a merchant ship.

USNS Sacagawea and USNS Lewis and Clark, part of MPS Squadron Three participated in the Koa Moana series of exercises. Koa Moana 15-1 called for Sacagawea to provide logistical support to exercise Balikatan and a Theater Security Cooperation (TSC) mission in Saba, Malaysia. During Koa Moana 15-2, Sacagawea provided logistical support for exercise Talisman Saber in Darwin, Australia, and TSC missions in Papa New Guinea and Timor Leste. Lewis and Clark conducted Koa Moana 15-3, which included theater security cooperation visits to Kiribati and Vanuatu.

June: MSCFE had 11 MSC ships supporting five different exercises in the Far East region. For exercise Talisman Saber, USNS Amelia Earhart and USNS Tippecanoe supported USS Bonhomme Richard Amphibious Ready Group; USNS Washington Chambers and USNS Rappahannock supported USS George Washington Carrier Strike Group; and USNS Sacagawea in Darwin supported Marine Corps units as part of Koa Moana. USNS 2nd LT John P. Bobo was in Chinhae, Republic of Korea conducting cargo operations in for exercise Peninsula Express and CJLOTS.

For CJLOTS exercise, in the vicinity of Amnyeong Beach, Republic of Korea, USNS Red Cloud performed as a sea base platform supporting U.S. Coast Guard Patrol Security Unit 309 and U.S. Army 331st Modular Causeway Battalion, while time charter MV Ocean Freedom was offloading the Modular Causeway System, Trident Pier, and U.S. Army lighterage.

The USNS Mercy and USNS Millinocket participated in Pacific Partnership.

USNS PFC Eugene A. Obregon returned to the Far East area of responsibility and continued

support for Pacific Pathways, with load outs in Chinhae and Busan, Republic of Korea.

July: The USNS VADM K. R. Wheeler successfully deployed its Offshore Petroleum Distribution System over the 400-meter tidal flats at Amnyeong Beach using a hybrid deployment method of first line ashore, bulldozer pull, and use of the USNS Fast Tempo to bring the pipe close to shore then over the tidal

flats. After securing the pipe ashore to the Beach Terminal Unit, Wheeler transferred nearly 40,000 gallons of water ashore into bladders supplied by the U.S. Army.

MSCFE held a two-day Outport Symposium in Singapore with subordinate commanders. The annual symposium provided an opportunity to synergize MSC efforts throughout the area of responsibility, discuss common challenges and best practices, as well as to foster personal interaction.

August: MSCFE participated in Exercise Ulchi Freedom Guardian by working with Navy Reserve MSCFE 101 support, to activate response cells in Singapore, as well as in Yokohama at the Japan Seaport Coordination Center. The Expeditionary Port Unit conducted port familiarization and surveys in Yokohama. MSCFE 102 provided exercise support with MSCO-Korea in



Seaman Ricky Silva, acts as the forward lookout during a replenishment at sea between the aircraft carrier USS George Washington (CVN 73) and Military Sealift Command fleet replenishment oiler USNS Rappahannock (T-AO 204). (U.S. Navy photo by Mass Communication Specialist Seaman Bryan Mai/Released)



USNS Vice Adm. K. R. Wheeler (T-AG 5001) is positioned off the shore of Amnyeong Beach, Republic of Korea, during Combined Joint Logistics Over-the-Shore 2015. (U.S. Army photo by Maricris C. McLane)



Petty Officer 1st Class Joseph M. Anderson, a hospital corpsman with Expeditionary Port Unit (EPU) 115, holds a satellite dish steady while Petty Officer 1st Class Michael S. Napoleon, a boatswain's mate with EPU 115, disassembles the dish on the Mobile Sealift Operations Center (MSOC) during Exercise Ulchi Freedom Guardian 2015. (U.S. Navy photo by Grady T. Fontana/Released)

Busan, Korea, as well as manning MSC LNO billets at the Combined Seaport Coordination Center, and the Combined Maritime Operations Center at the ROK Fleet Headquarters in Busan. EPU 114 conducted port operation field training at Chinhae.

September: The MPS Squadron Two Commodore and Operation Officer embarked USNS Lewis and Clark and commenced participation in Marine Corps Forces Pacific Exercise Koa Moana and supported a Marine Corps theater security cooperation visit to Papeete, Tahiti.



U.S. Marines disembark from Military Sealift Command's dry cargo and ammunition ship USNS Lewis and Clark (T-AKE 1) and prepare to board a boat that will take them to shore in Tarawa, Republic of Kiribati, as part of Exercise Koa Moana 15-3. (U.S. Navy photo by Grady T. Fontana/Released)

Operations Summary

		FY 2015 (\$ millions)	
	Revenue	Expense	Profit/(Loss)
NAVY			
Naval Fleet Auxiliary Force			
Combat Logistics Force	\$1,473.4	\$1,558.0	(\$84.6)
Total	\$1,473.4	\$1,558.0	(\$84.6)
Special Mission			
Special Mission Ships	\$192.6	\$180.5	\$12.1
Chartered Ships	\$100.6	\$115.6	(\$15.0)
Ocean Surveillance Ships	\$72.3	\$75.5	(\$3.2)
Harbor Tugs	\$39.0	\$36.2	\$2.8
Total	\$404.5	\$407.8	(\$3.3)
Prepositioning			
Prepositioning Ships	\$379.7	\$381.6	(\$1.9)
Service Support			
Service Support Ships	\$481.8	\$496.3	(\$14.5)
Expeditionary Fast Transport (EPF)			
EPF Ships	\$126.9	\$121.4	\$5.5
Total	\$1,392.9	\$1,407.1	(\$14.2)
Other Reimbursable Funding	\$22.6	\$22.6	\$0.0
Total Navy	\$2,888.9	\$2,987.7	(\$98.8)
TRANSCOM			
Prepositioning			
Prepositioning Ships	\$202.5	\$201.3	\$1.2
Total	\$202.5	\$201.3	\$1.2
Sealift			
Tankers	\$266.0	\$183.6	\$82.4
Dry Cargo	\$88.3	\$92.8	(\$4.5)
Surge Sealift	\$153.6	\$186.6	(\$33.0)
Total	\$507.9	\$463.0	\$44.9
Other Reimbursable Funding	\$0.0	\$0.0	\$0.0
Total TRANSCOM	\$710.4	\$664.3	\$46.1
Total MSC Business	\$3,599.3	\$3,652.0	(\$52.7)
Total MSC Budgeted Profit/(Loss) Target			(\$57.6)
Total Profit/(Loss) Target Variance			\$4.9

NOTE: In a working capital fund, profits one year are returned to the customer in subsequent years via reduced rates. Conversely, losses are recouped via increased customer rates in subsequent years. The goal is for the fund to break even over time.

Expenses by Type

Government vs. Non-Government

		FY 2015 (\$ millions)		
	Total Expenses	Gov	Non-Gov	Percent Non-Gov
NAVY				
Personnel				
Compensation/Benefits	\$820.8	\$131.5	\$689.3	84.0%
Travel/Transportation of Goods	\$52.5	\$12.3	\$40.3	76.7%
Rent, Communications and Utilities	\$31.1	\$26.2	\$4.8	15.5%
Printing/Reproduction	\$0.4	\$0.5	(\$0.1)	(28.3%)
Other Contractual Services	\$1,344.5	\$119.8	\$1,224.7	91.1%
Supplies/Material	\$613.6	\$535.2	\$78.4	12.8%
Equipment	\$114.3	\$59.1	\$55.2	48.3%
Depreciation	\$10.7	\$3.9	\$6.9	64.1%
Total Navy Expenses	\$2,987.7	\$888.3	\$2,099.4	70.3%
TRANSCOM				
Personnel				
Compensation/Benefits	\$21.1	\$8.0	\$13.0	61.9%
Travel/Transportation of Goods	\$5.0	\$2.2	\$2.7	55.0%
Rent, Communications and Utilities	\$6.3	\$4.0	\$2.3	36.2%
Printing/Reproduction	\$0.1	\$0.0	\$0.1	99.3%
Other Contractual Services	\$500.2	\$40.2	\$460.1	92.0%
Supplies/Material	\$117.4	\$103.8	\$13.7	11.6%
Equipment	\$12.9	\$1.6	\$11.3	87.8%
Depreciation	\$1.3	\$0.2	\$1.1	86.0%
Total TRANSCOM Expenses	\$664.3	\$159.9	\$504.3	75.9%
Total MSC Expenses	\$3,652.0	\$1,048.2	\$2,603.7	71.3%

Dry Cargo and Petroleum Movement

Combat Logistics Force Replenishment Summary

	Pallets
Dry Cargo (non ordnance)	63,100
Ordnance	27,810
TOTAL Dry Cargo and Ordnance Transferred	90,910
	Barrels
Diesel Fuel Marine	6,499,048
Jet Fuel (JP5)	1,776,726
TOTAL Petroleum Transferred	8,275,774

Sealift Program Dry Cargo: U.S. Flag vs Foreign Flag

	Measurement Tons
U.S. Flag	
Commercial (Time and Voyage Charter)	730,870
Government-Owned	171,218
Foreign Flag	28,517
TOTAL Dry Cargo Transported	930,605

Petroleum: Type Product

	Barrels
Jet Fuel (JP8)	4,100,391
Jet Fuel (JP5)	20,450,673
Thermo-Stable (JPTS)	44,584
Diesel Oil (F76)	10,807,068
Intermediate Fuel Oil	73,514
TOTAL Petroleum Products Transported	35,476,230

Petroleum: 1904 Cargo Preference Act

	Barrels
U.S. Flag Long-Term Charter and Government-Owned	20,880,016
U.S. Flag Voyage Charter	0
Foreign Flag Time and Voyage Charter	14,596,214
TOTAL Petroleum Products Transported	35,476,230

Employment and Personnel

Civil Service Mariner Employment

Recruiting, Training and Future Needs

Applications Received	Mariners Employed/Trained	Year-end Total	FY 2016 Hiring Goal
4,902	761	5,833	480

MSC Workforce

Afloat and Ashore

	FY 2014	FY 2015	Percent Change
Afloat			
Civil Service Mariners	5,546	5,833	5.17%
Commercial Mariners	1,570	1,390	(11.46%)
Military (active component)	163	152	(6.75%)
Military (reserve component)	301	329	9.30%
Total Afloat	7,580	7,704	1.64%
Ashore			
Civilian (direct/indirect)	1,148	1,166	1.57%
Military (active component)	171	163	(4.68%)
Military (reserve component)	564	528	(6.38%)
Total Ashore	1,883	1,857	(1.38%)
Total Personnel	9,463	9,561	1.04%

Exercise Participation

Exercise	Host	MSC Participants	Location	Dates	Purpose
African Lion	AFRICOM / TRANSCOM	USNS 1st LT Jack Lummus	Morocco	May 15	Annual bilateral U.S. and Moroccan-sponsored exercise designed to improve interoperability and mutual understanding of each nation's tactics, techniques and procedures
Austere Challenge / Judicious Response	EUCOM / AFRICOM	MSCHQ, MSC DET, Program Managers, MSC Reservists	Europe / CONUS	March 15	Training and preparing EUCOM, AFRICOM, and component command headquarters staffs to plan for and respond to crises
Balikatan	PACOM / Philippines	USNS PFC Eugene A. Obregon USNS Sacagawea USNS Pililau	Philippines	April 15	Joint military drills designed to promote regional engagement and improve military interoperability between Filipino, U.S. and allied forces in the region
Bold Alligator	USFF / MARFORCOM	USNS Choctaw County USNS Medgar Evers USNS John Lenthall USNS Apache	Atlantic Ocean	Nov. 14	Planning and conducting amphibious operations
Cobra Gold	PACOM / Thailand	USNS Pililau	Thailand	Feb. 15	Promote regional stability in Southeast Asia, and test U.S. ability to off-load heavy combat equipment
Composite Unit Training Exercise (COMPTUEX)	CSG-4	USNS Henry J. Kaiser USNS Yukon	Eastern Pacific	Aug. 15	Training for carrier battle groups prior to departing for a six-month deployment
Culebra Koa	PACFLT	USNS Montford Point USNS Millinocket USNS Dahl	Hawaii	May 15	U.S. Pacific Fleet training exercise designed to demonstrate and increase joint proficiency in expeditionary operations
Foal Eagle - Combined Joint-Logistics-Over-the-Shore	PACOM / TRANSCOM	USNS VADM K.R. Wheeler USNS Salvor USNS Pecos	Republic of Korea	March 15	Exercises cargo distribution via JLOTS platforms with ROK forces
International Mine Countermeasures Exercise (IMCMEX)	NAVCENT	USS Ponce	Arabian Gulf, Arabian Sea, Gulf of Oman, Red Sea, Indian Ocean	Oct. - Nov. 14	Multi-national exercise for mine counter-measure maritime operations designed to promote international interoperability, protect global commerce and ensure secure sea lanes

Exercise	Host	MSC Participants	Location	Dates	Purpose
Key Resolve	PACOM	MSCFE, MSCPAC, MSC Reserves	Republic of Korea	March 15	Annual command post exercise for the ROK-U.S. Alliance to train forces in concert with ROK
Pacific Horizon	PACOM	USNS Montford Point USNS Dahl USNS Dewayne T. Williams	Eastern Pacific	Oct. 14	Exercise to provide at-sea platforms for ship-to-shore off-loads of equipment, and ship-to-ship equipment transfers
Pacific Pathways	U.S. Army Pacific	USNS Pecos USNS Piliilau USN Eugene A. Obregon USNS Sacagawea USNS Salvor USNS VADM K.R. Wheeler	Western Pacific	Jan. - April 15	Provides increased readiness and security presence; an Army Stryker Brigade Combat Team deployed for four months for expeditionary, joint and allied participation in the Cobra Gold exercise in Thailand, the Foal Eagle exercise in Korea and the Balikatan exercise in the Philippines
Southeast Asia Cooperation and Training Exercise (SEACAT)	Republic of Singapore Navy	USNS Millinocket USNS Amelia Earhart USNS Safeguard	South China Sea	Oct. 15	Multi-national exercise combating piracy and other crimes in Southeast Asia's heavily trafficked waters
Talisman - Saber	PACOM	USNS Rappahannock	Australia	July 15	Planning and conduct of mid-intensity, high-end warfighting, incorporating land, air and maritime activities
Turbo Activation	TRANSCOM	Multiple USNS Surge and MARAD RRF Vessels	CONUS	Oct. 14 - Sept. 15	No-notice exercises that measure the activation time and personnel and materiel readiness of selected U.S. Maritime Administration Ready Reserve Force vessels and MSC surge fleet
Turbo Challenge	TRANSCOM	MSCHQ, MSC DET, Program Managers, MSC Reservists	Europe / CONUS	March 15	USTRANSCOM and components exercising ability to provide logistical support capabilities to a geographical combatant command
Ulchi - Freedom Guardian	PACOM	USNS Washington Chambers Military Sealift Operations Center (MSOC)	Republic of Korea	Aug. 15	Defensive-oriented exercise designed to enhance readiness, protect the region and maintain stability

Operations

Operation	MSC Ships	Location	Dates	Purpose
Africa Partnership Station	USNS Spearhead	West Africa	Dec. 14 - May 15	Exchange information with regional navies, coast guards and civilian organizations
Air Asia Recovery Support	USNS Carl Brashear USNS Pecos	Java Sea	Jan. 15	Logistics support provided to vessels participating in the search Air Asia Flight QZ 8051
Continuing Promise	USNS Comfort	Caribbean, Central and South America	April - Sept. 15	Increase capacity and interoperability between the U.S. and host nations to conduct and maintain humanitarian assistance/disaster response forces
Deep Freeze	MT Maersk Peary MV Ocean Giant	McMurdo Station, Antarctica	Dec. 14 - March 15	Resupply U.S. research station
Pacer Goose	MV Ocean Giant M/T Baltic Monarch	Thule Air Base, Greenland	June - Aug. 15	Resupply Thule Air Base
Pacific Partnership	USNS Millinocket USNS Mercy	Western Pacific	Oct. 14 - Sept. 15	Joint operations with regional governments and military forces; humanitarian and disaster response-preparation mission in the Indo-Asia-Pacific regions
Southern Partnership Station	USNS Spearhead USNS Pathfinder	Central America South America Mexico	Oct. 14 - Sept. 15	Exchange information with regional navies, coast guards, and civilian organizations
United Assistance	MV Cape Rise MV Cape Wrath MV Cape Race	West Africa	Oct. 14 - March 15	Assist in reducing and preventing spread of Ebola

Wargaming Events

Wargame	Sponsor	MSC Participants	Location	Dates	Purpose
Expeditionary Warrior 2015	U.S. Marine Corps	N3/5, PM342	MCB Quantico, VA	Feb. 15	Operate in A2/AD environment in 2017 timeframe
Operational Reach 2015	U.S. Marine Corps	N3/5, PM342	MCB Quantico, VA	June 15	Provide POL ashore in A2/AD environment in 2030 timeframe
Seabasing Tabletop Exercise	U.S. Army	N3/5, PM342, PM31	Lockheed-Martin Center for Innovation, Suffolk, VA	Aug. 15	Explore Army's ability to deploy forces to and/or through a seabase
Unified Quest 2015	U.S. Army	N3/5	U.S. Army War College Carlisle Barracks, PA	Aug. 15	Provide sealift in 2030 timeframe

Awards

Captain David M. Cook Food Service Excellence Awards

USS Frank Cable
USNS Richard E. Byrd
USNS Guadalupe

Large Ship Category
Medium Ship Category
Small Ship Category

United Seamen's Service – Admiral of the Ocean Sea Awards

USNS William McLean
USNS Impeccable

Mariners' Plaque
Mariners' Plaque

MSC Fleet: September 30, 2015

Government-owned Ships	154
Privately-owned Ships	16
TOTAL	170

Combat Logistics Force



30

- 15 Fleet Replenishment Oilers
- 12 Dry Cargo/Ammunition Ships
- 3 Fast Combat Support Ships

Service and Command Support



16

- 4 Fleet Ocean Tugs
- 4 Rescue and Salvage Ships
- 2 Hospital Ships
- 2 Submarine Tenders
- 1 Command Ship
- 1 Afloat Forward Staging Base (Interim)
- 1 Expeditionary Mobile Base
- 1 Cable Laying/Repair Ship

Special Mission



23

- 9 Submarine and Special Warfare Support Ships
- 5 Privately-owned
- 5 Oceanographic Survey Ships
- 5 Ocean Surveillance Ships
- 2 Missile Range Instrumentation Ships
- 1 Navigation Test Support Ship
- 1 Sea-based X-band Radar Ship

Prepositioning



25

- 14 Maritime Prepositioning Ships
- 6 Container/Roll-on/Roll-off Ships
- 4 Large, Medium-Speed, Roll-on/Roll-off Ships
- 2 Expeditionary Transfer Docks
- 2 Dry Cargo/Ammunition Ships
- 7 Army Prepositioned Stocks-3 Ships
- 5 Large, Medium-Speed, Roll-on/Roll-off Ships
- 2 Container Ships
- 4 Navy, Marine Corps, Air Force Ships
- 2 Container Ships
- 1 Offshore Petroleum Distribution Ship
- 1 Offshore Petroleum Distribution Support Ship

Sealift



30

- 10 Large, Medium-Speed, Roll-on/Roll-off Ships
- 5 Roll-on/Roll-off Container Ships
- 5 Tankers
- 4 Privately-owned
- 2 Dry Cargo Ships
- 5 Expeditionary Fast Transports
- 2 High-Speed Transports
- 1 High-Speed Vessel

MARAD Ready Reserve Force



46

- 27 Roll-on/Roll-off Ships
- 8 Fast Sealift Ships
- 6 Auxiliary Crane Ships
- 2 Heavy-lift Ships
- 2 Aviation Maintenance Ships
- 1 OPDS Tanker



Resources

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WE DELIVER

