

The U.S. Navy's
MILITARY • SEALIFT • COMMAND

2010 In Review

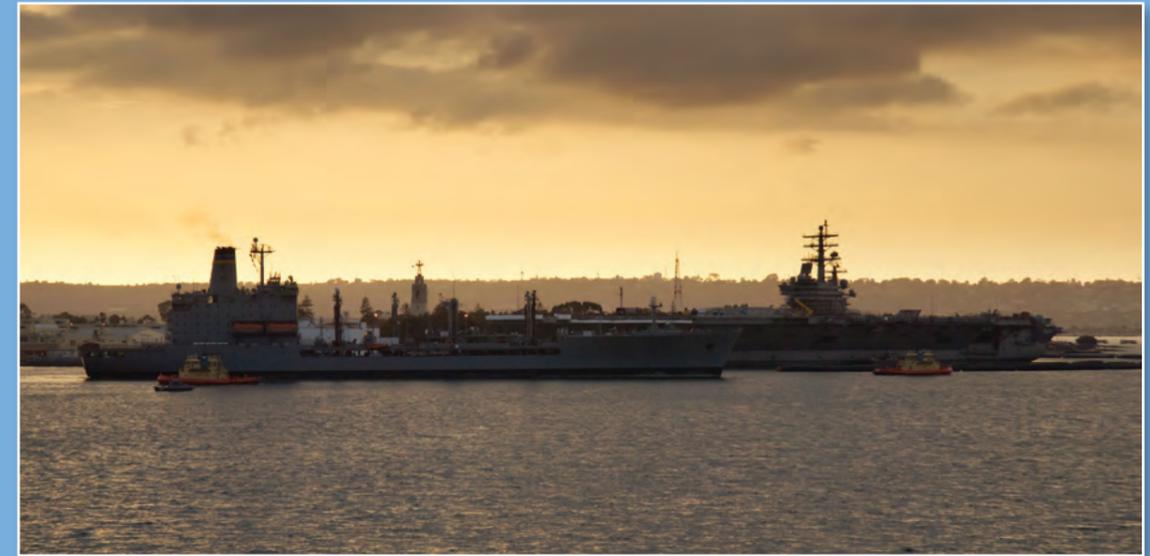


Cover:

A pallet of supplies is passed between MSC fleet replenishment oiler USNS John Lenthall and guided-missile cruiser USS Chosin during an underway replenishment in the Gulf of Aden in November 2009. Photo by MC1 Brandon Raile.

Back cover:

A sailor assigned to amphibious dock landing ship USS Harpers Ferry signals a Navy helicopter during a vertical replenishment with MSC dry cargo/ammunition ship USNS Alan Shepard in the Pacific Ocean in November 2009. Dock landing ship USS Tortuga is in the background. Photo by MC2 Joshua Wahl.



MSC fleet replenishment oiler USNS Guadalupe passes Nimitz-class aircraft carrier USS Ronald Reagan off the coast of San Diego in November 2009. Photo by Chris Jantsch.



Rear Admiral Mark H. Buzby, USN
Commander, Military Sealift Command

MSC 2010 In Review

Commander's Perspective

by Rear Admiral Mark H. Buzby, USN

Commander, Military Sealift Command..... 3

MSC Organization 5

MSC Programs 8

Naval Fleet Auxillary Force 9

Special Mission..... 13

Prepositioning..... 17

Sealift..... 21

MSC Subordinate Commands..... 24

Military Sealift Fleet Support Command.....25

Sealift Logistics Command Atlantic25

Sealift Logistics Command Pacific27

Sealift Logistics Command Europe29

Sealift Logistics Command Central31

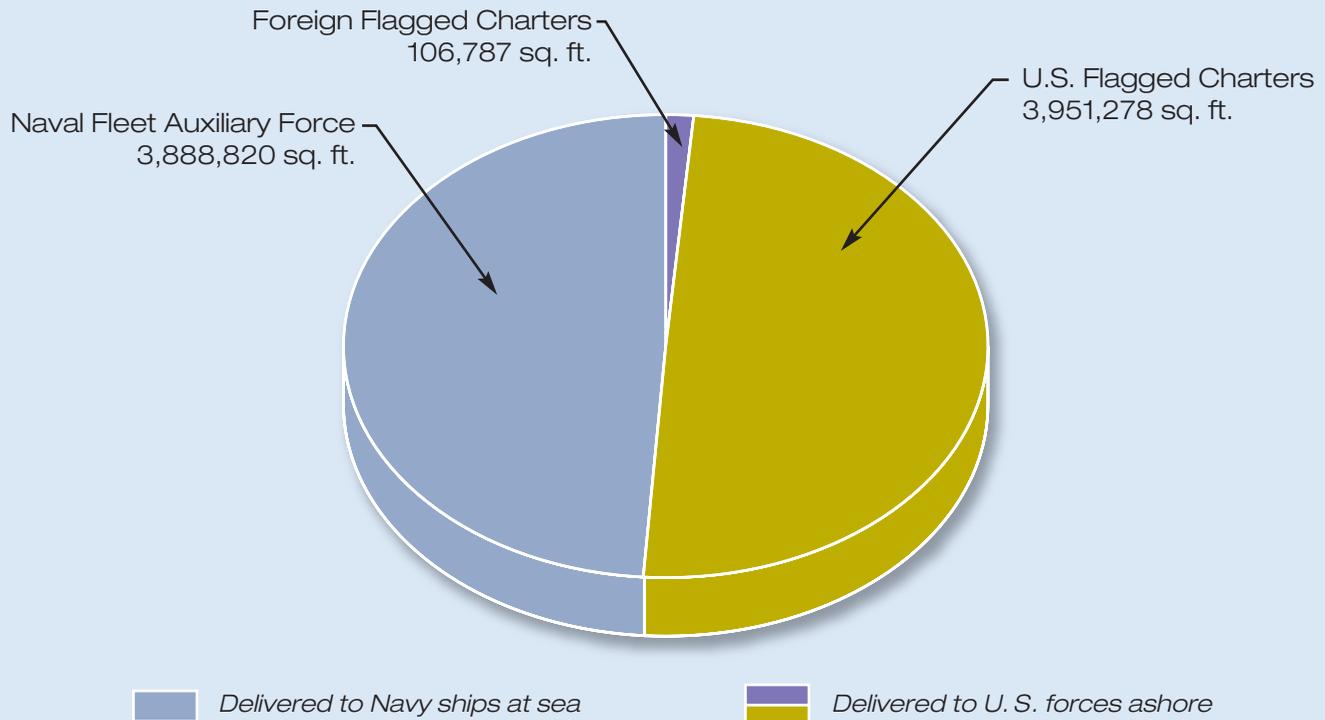
Sealift Logistics Command Far East.....32

AppendixA1 thru A14

A Marine amphibious assault vehicle is off-loaded from MSC Maritime Prepositioning Force ship USNS Dahl during a splash test off the coast of Jacksonville, Fla., in February. Photo by SSgt Ryan Scranton.

DRY CARGO DELIVERED IN FY 2010

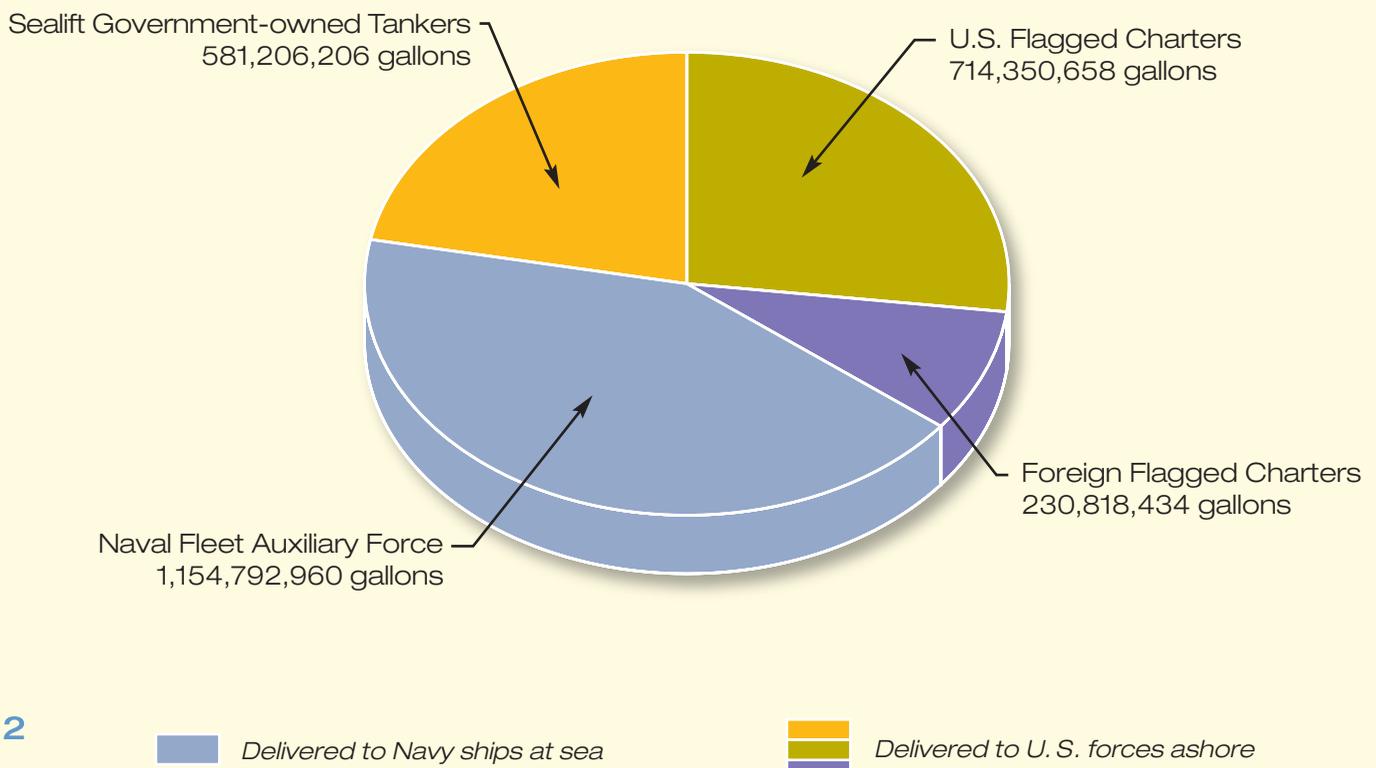
8 Million Square Feet



Note: MSC Surge Sealift and Ready Reserve Force ships were not used to deliver dry cargo in FY 2010.

FUEL DELIVERED IN FY 2010

2.7 Billion Gallons



I've now had a full year at the helm of one of the Navy's great organizations – Military Sealift Command. I've had the privilege of visiting many of our people around the world, afloat and ashore, and I've watched with pride as MSC expanded its missions and capabilities.

During the year, we operated an average of 110 ships daily and delivered more than 8 million square feet of combat cargo and 2.7 billion gallons of petroleum products to U.S. and coalition warfighters around the world. MSC kept the Navy fleets replenished and underway, helped carry hope to those in need, shared expertise and experience with our maritime partners in Central and South America and Africa, provided special mission platforms for a variety of Department of Defense customers and prepositioned Army, Navy, Marine Corps and Air Force material for contingencies. Here are highlights of FY 2010.



Operations Afloat

When the fiscal year began, MSC ships were involved in providing relief to victims of massive flooding in the Philippines. When an earthquake hit Haiti in January, MSC responded with our Baltimore-based, civil service-crewed hospital ship, USNS Comfort, plus 20 other MSC-controlled ships prepared to carry relief supplies, deliver emergency equipment and conduct underwater surveys of the harbor for the U.S. military's Operation Unified Response.

MSC began operating the first of the Navy's two submarine tenders this year with civil service mariners providing navigation, deck, engineering, galley and laundry services and working side-by-side with Navy sailors, all under the command of a Navy captain. As the fiscal year ended, the second submarine tender was undergoing habitability modifications.

MSC ships are now a regular presence in Africa Partnership Station and Southern Partnership Station missions and Theater Security Cooperation engagements in Africa and Central and South America. These missions allowed us to work on military cooperation, training and information exchange with our allies and new friends in these regions.

Our other hospital ship, USNS Mercy, completed a four-month Pacific Partnership deployment involving multiple medical, dental, veterinarian and engineering support missions in Vietnam, Cambodia, Indonesia and Timor-Leste.

All of these examples reflect the increased trust and confidence the Navy and DOD have in MSC. Over the past four decades, we have assumed more than 20 of the Navy's missions, executing them to the highest standards with efficiency and effectiveness, and saving money and warfighting billets. The Navy continues to look to us – to MSC – not just to deliver the goods, but to deliver innovative ways to execute fleet missions. We are moving out.

Operations Ashore

During FY 2010, MSC acquired another Maritime Prepositioning Ship in support of the U.S. Marine Corps' Maritime Prepositioning Force upgrade program. USNS PFC Eugene A. Obregon was previously under long-term charter to MSC.

USNS Matthew Perry and USNS Charles Drew, two more of the Lewis and Clark-class dry cargo/ammunition ships, were delivered to MSC for final preparations for deployment. We have now accepted 10 of these new multi-product, underway replenishment ships, and they have ushered in a new generation of outstanding MSC support to the Navy fleet.

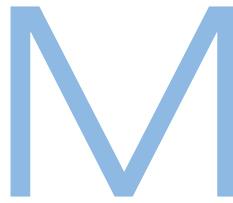
The Navy christened the new MSC missile range instrumentation ship USNS Howard O. Lorenzen in June. The following month, I attended the christening of MT Empire State, a commercial tanker that will be operated by MSC as a long-term charter to deliver petroleum products in support of DOD activities worldwide.

Looking Forward

As our missions and capabilities continue to grow, I extend my sincere appreciation to the more than 9,000 men and women of the MSC workforce, afloat and ashore. It's your outstanding work that has earned the trust and confidence of the Navy and the rest of DOD. Carry on!

Yours aye,

Rear Admiral Mark H. Buzby, USN
Commander, Military Sealift Command



ilitary Sealift Command, or MSC, is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense, or DOD – operating approximately 110 ships daily around the globe. MSC headquarters is located in Washington, D.C. In FY 2010, MSC reported through three distinct and separate chains of command:

- To U.S. Fleet Forces Command, or USFF, 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 U.S. Transportation Command, or USTRANSCOM, for defense transportation matters. USTRANSCOM provides coordination of all air, land and sea transportation for the Department of Defense; and
- To the Assistant Secretary of the Navy (Research, Development and Acquisition), or ASN (RDA), for procurement policy and oversight matters. ASN (RDA) provides weapons, systems and platforms for the Navy and Marine Corps.

Programs

MSC has four ship management programs:

- Naval Fleet Auxiliary Force
- Special Mission
- Prepositioning
- Sealift

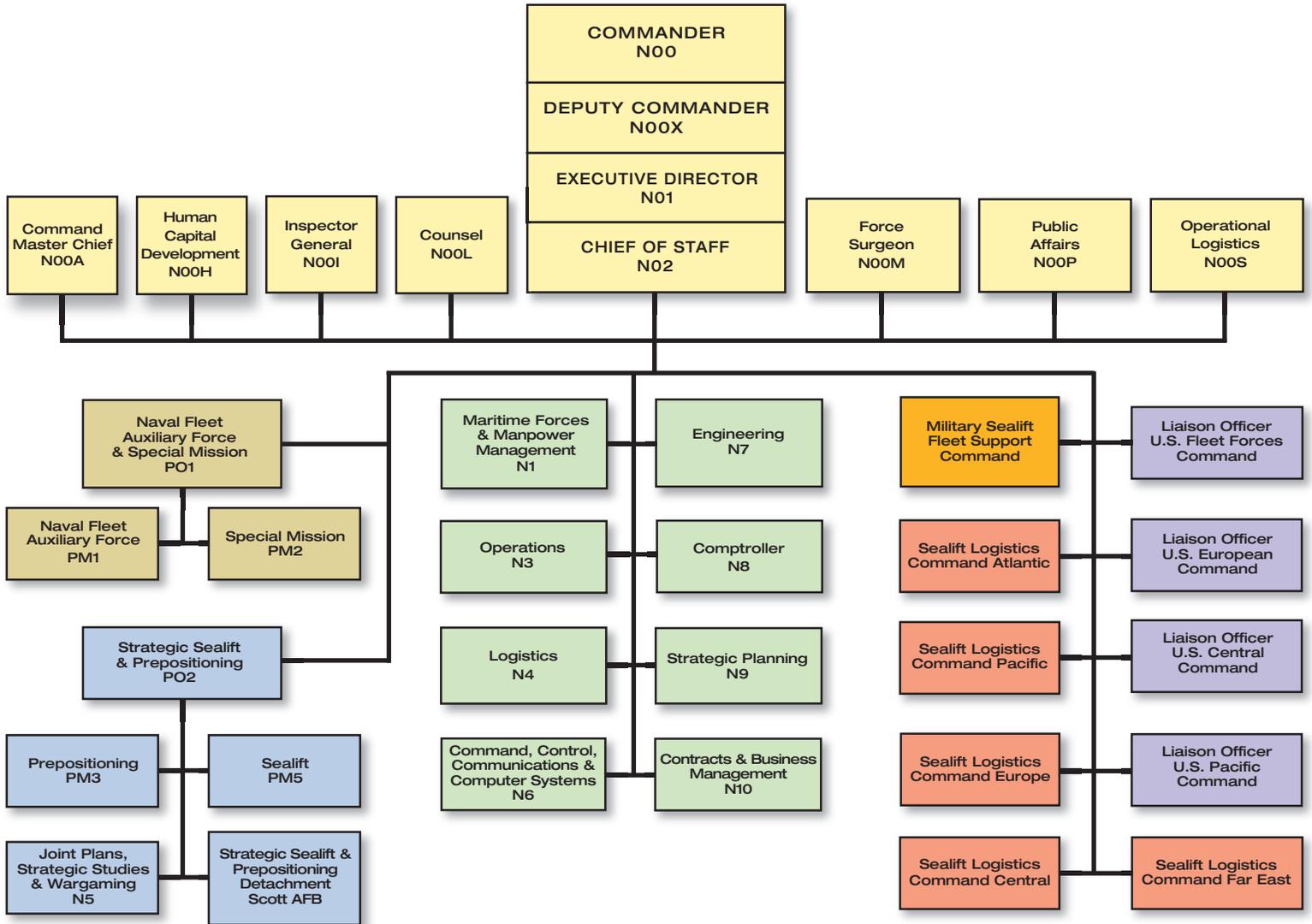
Directorates

Headquarters functional directorates provide specialized support services to the ship management programs and the MSC commander:

- Maritime Forces and Manpower Management (N1)
- Operations (N3)
- Logistics (N4)
- Joint Plans, Strategic Studies and Wargaming (N5)
- Command, Control, Communication and Computer Systems (N6)
- Engineering (N7)
- Comptroller (N8)
- Strategic Planning (N9)
- Contracts and Business Management (N10)

ORGANIZATION

Military Sealift Command



Military Sealift Fleet Support Command

Military Sealift Fleet Support Command, or MSFSC, located in Norfolk, Va., crews, trains, equips and maintains MSC government-owned/government-operated ships worldwide and supports other MSC assets as directed. MSFSC's primary functions include:

- Managing the repair and maintenance of MSC's government-owned/government-operated ships and their installed shipboard communication systems;
- Conducting personnel administration for assigned active-duty military and civil service mariners, or CIVMARs, who operate MSC's government-owned/government-operated ships; and
- Providing engineering management, comptroller and contracting functions related to MSC's government-owned/government-operated ships and crews.

Ship maintenance and support functions are integrated into six ship support units, or SSUs, that operate under MSFSC in the following locations:

- Naples, Italy
- Manama, Bahrain
- Singapore
- Yokohama, Japan
- San Diego
- Guam

Sealift Logistics Commands

Sealift logistics commands, or SEALOGs, provide MSC-unique expertise and operational perspective to Navy fleet commanders worldwide. The SEALOGs are operationally focused and are aligned with the numbered fleet logistics staffs in their respective theaters.

- Sealift Logistics Command Atlantic, or SEALOGLANT – Norfolk, Va.
- Sealift Logistics Command Pacific, or SEALOGPAC – San Diego
- Sealift Logistics Command Europe, or SEALOGEUR – Naples, Italy
- Sealift Logistics Command Central, or SEALOGCENT – Manama, Bahrain
- Sealift Logistics Command Far East, or SEALOGFE – Singapore

SEALOGs also have offices and representatives in Diego Garcia; Kuwait; Okinawa; Republic of Korea; Spain; Greece (Crete); the United Arab Emirates; Djibouti; Pearl Harbor, Hawaii; Seattle; Earle, N.J.; Sunny Point, N.C.; Charleston, S.C.; Beaumont, Texas; Port Canaveral, Fla.; and Jacksonville, Fla.

MSC Programs

MSC has four ship management programs. Program management brings together managers, technicians and specialists in a variety of fields to support each program.

- Naval Fleet Auxiliary Force
- Special Mission
- Prepositioning
- Sealift



A Sea Hawk helicopter embarked on MSC hospital ship USNS Mercy conducts a vertical replenishment with MSC dry cargo/ammunition ship USNS Richard E. Byrd during Pacific Partnership 2010, the fifth in a series of annual U.S. Pacific Fleet humanitarian and civic assistance missions to strengthen regional partnerships. Photo by MC2 Eddie Harrison.

Naval Fleet Auxiliary Force Ships - 42

(as of Sept. 30, 2010)

Fleet Replenishment Oilers - 15

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

Dry Cargo/Ammunition Ships - 10

USNS Carl Brashear (T-AKE 7)
 USNS Richard E. Byrd (T-AKE 4)
 USNS Lewis and Clark (T-AKE 1)
 USNS Charles Drew (T-AKE 10)*
 USNS Amelia Earhart (T-AKE 6)
 USNS Robert E. Peary (T-AKE 5)
 USNS Matthew Perry (T-AKE 9)
 USNS Sacagawea (T-AKE 2)
 USNS Wally Schirra (T-AKE 8)
 USNS Alan Shepard (T-AKE 3)

Fast Combat Support Ships - 4

USNS Arctic (T-AOE 8)
 USNS Bridge (T-AOE 10)
 USNS Rainier (T-AOE 7)
 USNS Supply (T-AOE 6)

Fleet Ocean Tugs - 4

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

Rescue and Salvage Ships - 4

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

Ammunition Ships - 3

USNS Flint (T-AE 32)
 USNS Kiska (T-AE 35)
 USNS Shasta (T-AE 33)

Hospital Ships - 2

USNS Comfort (T-AH 20) ROS-5**
 USNS Mercy (T-AH 19) ROS-5**

* Not Yet Operational

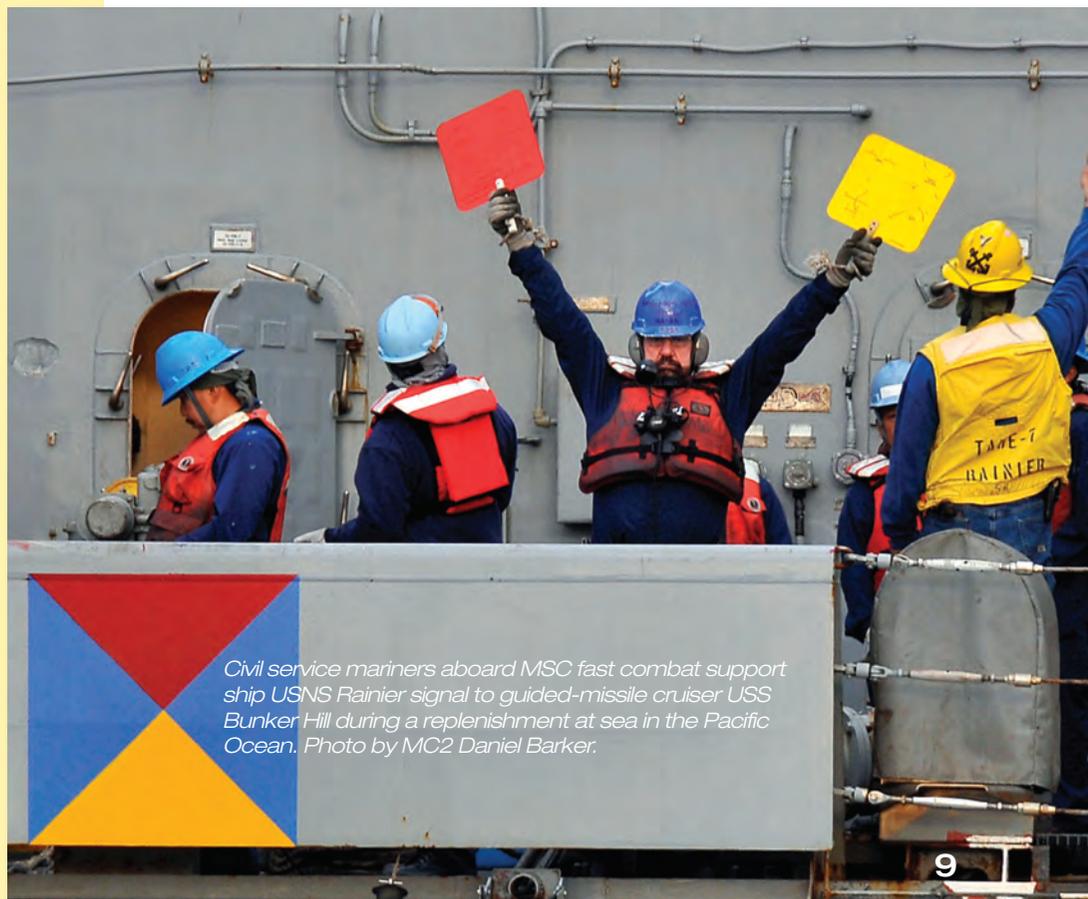
**Reduced Operating Status
 (ready to get underway in 5 days)

In FY 2010, Naval Fleet Auxiliary Force, or NFAF, ships were available for tasking an average of 282 days for underway replenishment to Navy combatants.

All NFAF ships are government-owned and are operated by CIVMARs. During the year, NFAF ships pumped more than 1 billion gallons of ship propulsion and aviation fuels and delivered almost 3.9 million square feet of cargo, ammunition and stores for U.S. Navy and coalition surface combatants in support of Operation Enduring Freedom, Operation Iraqi Freedom and other fleet missions. NFAF ships also provided vital life-sustaining supplies and medical treatment for humanitarian assistance and disaster-relief operations abroad.

Fleet Replenishment Oilers

MSC operated 15 fleet replenishment oilers worldwide in FY 2010, with seven Atlantic Ocean-based ships conducting operations in the U.S. 2nd Fleet area of operations and successful deployments to the Mediterranean Sea and Arabian Gulf, while eight Pacific Ocean-based ships continued their mission of sustaining Navy surface units throughout the U.S. 3rd, 5th and 7th fleets. USNS Joshua Humphreys was removed from mobilization category B layup and activated during the year to meet emerging Navy fleet requirements. MSC fleet replenishment oilers provided a variety of fuels for ship propulsion, aircraft operations and power generation to Navy and allied combatants and auxiliaries.



Civil service mariners aboard MSC fast combat support ship USNS Rainier signal to guided-missile cruiser USS Bunker Hill during a replenishment at sea in the Pacific Ocean. Photo by MC2 Daniel Barker.

Dry Cargo/Ammunition Ships

During FY 2010, USNS Wally Schirra, the eighth dry cargo/ammunition ship delivered to MSC, became operational, joining the seven other Lewis and Clark-class ships supporting the fleet. The multi-product capabilities of this class of ships enabled MSC to provide food, fuel, spare parts and potable water to Navy and allied surface ships. The dry cargo/ammunition ships were designed to replace MSC's aging combat stores ships and ammunition ships. USNS Matthew Perry, the ninth ship, was delivered in February and became operational in late September. The 10th ship, USNS Charles Drew, was delivered in July.

At the end of FY 2010, 10 of the dual-purpose ships were in the MSC force – four Atlantic-based ships and six Pacific-based ships.

Fast Combat Support Ships

Throughout the year, the four fast combat support ships kept Navy surface fleets supplied and combat ready worldwide by providing parts, supplies and fuel at sea. USNS Arctic deployed with U.S. 2nd Fleet 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. USNS Rainier worked with U.S. 3rd, 4th and 7th fleets in the Pacific Ocean, while USNS Bridge supported U.S. 3rd, 5th and 7th fleets in the Pacific Ocean, Indian Ocean and Arabian Gulf.

Fleet Ocean Tugs

Fleet ocean tugs USNS Apache, USNS Navajo and USNS Sioux provided towing, salvage, training, submarine sea trials and submarine rescue and diving and recompression-system support in the Atlantic and Pacific oceans. USNS Apache provided most of the submarine support in the Atlantic as the only MSC vessel equipped to respond to the submarine fleet.



In addition to normal duties, USNS Catawba took on a new role as a fueling vessel for smaller patrol craft while in the Arabian Gulf.

Rescue and Salvage Ships

Military Sealift Command's rescue and salvage ships completed a major milestone as all four ships, USNS Grasp, USNS Grapple, USNS Salvor and USNS Safeguard, were deployed simultaneously to each of the forward-deployed fleet commanders.

USNS Grasp provided vital port clearance in Haiti for Operation Unified Response during the ship's deployment to U.S. 4th Fleet. USNS Grapple provided an immediate response and salvage capability for a downed Egyptian aircraft off the coast of Greece while assigned to U.S. 6th Fleet. USNS Salvor was an initial responder to the sinking of the Republic of Korea warship Cheonan while deployed to U.S. 7th Fleet. USNS Safeguard conducted salvage operations off the coast of Cambodia to recover a Vietnam-era U.S. aircraft.

The rescue and salvage ships' busy year also included mine recoveries, ship-sinking exercises, dive-and-salvage-training support and towing operations. USNS Safeguard and USNS Salvor participated in exercise Cooperation Afloat Readiness and Training 2010, part of a regularly scheduled series of bilateral military training exercises with several Southeast Asia nations. For more details, see the exercise table in the Appendix.

Ammunition Ships

The last Atlantic-based MSC ammunition ship, USNS Mount Baker, was deactivated in FY 2010. MSC's remaining three ammunition ships — USNS Flint, USNS Kiska and USNS Shasta — continued their mission of providing ammunition to the fleet in the Pacific Ocean.



MSC dry cargo/ammunition ship USNS Alan Shepard and fleet replenishment oiler USNS Walter S. Diehl arrive in Sri Racha, Thailand, in June. Photo by Lee Apsley.



A Puma helicopter from MSC dry cargo/ammunition ship USNS Robert E. Peary carries supplies to amphibious dock landing ship USS Ashland during a vertical replenishment in July. Photo by MC2 Jason R. Zalasky.

Commercial Helicopter Operations (FY 2010)

Flight Hours

Mission:	600
Training:	196
Flight Check:	48
Total	844

Cargo

Total tons:	11,710
Total pallets:	11,306
Total passengers:	1,099
Total lifts:	7,562

Hospital Ships

USNS Comfort deployed in support of Operation Unified Response to Port-au-Prince, Haiti, in January to provide critical medical care to those affected by the severe earthquake that struck the island nation. USNS Mercy deployed in support of Pacific Partnership serving as a platform for humanitarian aid and civic assistance.

Commercial Helicopters

Four commercial helicopter detachments under contract to MSC provided vertical replenishment services for Navy operations in the Mediterranean Sea, the Arabian Gulf and the Western Pacific Ocean. A Norfolk-based commercial helicopter detachment alternated deployments aboard dry cargo/ammunition ships USNS Robert E. Peary and USNS Lewis and Clark. This detachment delivered dry cargo and fresh food to U.S. 2nd, 5th and 6th fleets. Three other commercial helicopter detachments deployed to Guam to provide vertical replenishment services to U.S. 5th and 7th fleet ships from MSC's forward-based dry cargo/ammunition ships. Guam-based Detachment Alpha embarked on USNS Amelia Earhart for U.S. Pacific Fleet operations, while Detachment Bravo aboard USNS Richard E. Byrd supported Pacific Partnership 2010. The latest Guam-based commercial helicopter detachment, Detachment Charlie, alternated deployments aboard USNS Carl Brashear and USNS Alan Shepard.

Combat Stores Ships

In FY 2010, the last combat stores ship, USNS San Jose, was deactivated. By the end of FY 2010, the Lewis and Clark-class dry cargo/ammunition ships had replaced all of the combat stores ships.

Special Mission Ships - 25*(as of Sept. 30, 2010)***Submarine and Special Warfare Support Ships - 7**

MV HOS Arrowhead
 MV HOS Black Powder
 MV C-Champion
 MV C-Commando
 MV Dolores Chouest
 MV HOS Eagle View
 MV HOS Westwind

Oceanographic Survey Ships - 6

USNS Bowditch (T-AGS 62)
 USNS Bruce C. Heezen (T-AGS 64)
 USNS Henson (T-AGS 63)
 USNS Pathfinder (T-AGS 60)
 USNS Mary Sears (T-AGS 65)
 USNS Sumner (T-AGS 61)

Ocean Surveillance Ships - 5

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

Missile Range Instrumentation Ships - 2

USNS Invincible (T-AGM 24)
 USNS Observation Island (T-AGM 23)

Submarine Tenders - 2

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

Navigation Test Support Ship - 1

USNS Waters (T-AGS 45)

Cable Laying/Repair Ship - 1

USNS Zeus (T-ARC 7)

Command Ship - 1

USS Mount Whitney
 (LCC 20)

*Not Yet Operational

T

he Special Mission Program operated a variety of seagoing platforms in FY 2010 to support U.S. government agencies, including: U.S. Fleet Forces Command; the Oceanographer of the Navy; Commander, Undersea Surveillance; the Navy's Strategic Systems Program Office; Naval Special Warfare Command; Commander, Navy Installations Command; the Navy's Submarine Forces; the U.S. Air Force; and the Environmental Protection Agency. Civilian mariners employed by companies under contract to MSC operated the majority of these ships. Agency-provided technicians, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks. Four special mission ships were crewed by federal civil service mariners. The program also provided contract management support for Navy Installations Command requirements for chartered harbor tugs and port operations.

Submarine and Special Warfare Support Ships

MSC operated seven chartered ships in support of the Navy's submarine and special warfare requirements. As FY 2010 began, MV HOS Silverstar, MV HOS Westwind, MV HOS Black Powder and MV HOS Gemstone provided submarine-escort support services for the Navy's submarine forces. MV HOS Eagle View and MV HOS Arrowhead replaced Silverstar and Gemstone early in the year.

MV Dolores Chouest, MV C-Commando and MV C-Champion supported Naval Special Warfare Command requirements.

Oceanographic Survey Ships

MSC's seven 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. USNS John McDonnell was deactivated in August.



MSC oceanographic survey ship USNS Henson participated in Oceanographic-Southern Partnership Station 2010 off the coast of Cartagena, Colombia, in March. Photo by SFC Craig Collins.



MSC oceanographic survey ship USNS Henson crew members Able Seaman Don Hutchens and master Capt. Greg Gillotte demonstrate the controls on Henson's bridge to Colombian sailors and naval academy cadets off the coast of Colombia in March. Photo by SFC Craig Collins.

In addition to survey work, USNS Sumner, with its naval mobile instrumentation system, provided down-range missile tracking for the Navy's Strategic Systems Program Office. USNS Henson supported Operation Unified Response, the Haiti earthquake relief effort, in early 2010 by conducting harbor surveys to ensure approaches to and from the harbor were safe for vessels providing support for the relief effort.

Ocean Surveillance Ships

In the Western Pacific Ocean, 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 units by listening for undersea threats. In addition, Impeccable and Able supported the fleet with low-frequency active systems and passive arrays. Effective was also fitted with this capability late in 2010 and will undergo testing of the new equipment in early 2011.

Missile Range Instrumentation Ships

Missile range instrumentation ships USNS Observation Island in the Western Pacific Ocean 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.



Missile range instrumentation ship USNS Howard O. Lorenzen is launched from VT Halter Marine in Pascagoula, Miss., in June. The ship is expected to become part of MSC's fleet in FY11. Photo by Leslie Rose.

Submarine Tenders

USS Emory S. Land, designed to provide forward area repair and service facilities for U.S. submarines, transferred to MSC from the combatant fleet in FY 2008. The ship completed drydock work in Puget Sound Naval Shipyard early in 2010 for upgrades to habitability spaces, machinery automation, bridge navigation system updates and other modifications required to enable operation by CIVMARs. The ship deployed to Diego Garcia in the Indian Ocean in August to support missions of Commander, Submarine Forces, Pacific. USS Frank Cable was transferred to MSC from the combatant fleet in February 2010 and is expected to complete similar upgrades to support CIVMAR operation in early 2011. Both Land and Cable will operate with hybrid crews: CIVMARs performing navigation, deck, engineering, galley and laundry services, and active-duty sailors providing submarine maintenance and repair capabilities.



MSC submarine tender USS Emory S. Land renders honors while passing the USS Arizona Memorial in June as Land travels to its new homeport in Diego Garcia. Photo by MC2 Ronald Gutridge.

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.

Cable Laying/Repair Ship

USNS Zeus continued as the Navy's only cable laying/repair ship. The ship started the year in reduced operating status, or ROS, in Cheatham Annex, Va., transitioning to full operating status in October. The ship completed missions in the Pacific Ocean and, after transiting the Panama Canal, conducted additional operations in the North Atlantic Ocean.

Command Ship

Command ship USS Mount Whitney, a ship designed to accommodate the leadership and control elements of a fleet, continued to support U.S. 6th Fleet operations in FY 2010, participating in multinational Exercise Baltic Operations in June. This exercise included port calls to more than 18 countries and hosted such dignitaries as the U.S. ambassador to Portugal, parliamentary ministers from Sweden and the minister of defense from Poland. Mount Whitney's crew is composed of MSC CIVMARs and Navy sailors under the leadership of a Navy captain. The CIVMARs are responsible for navigation, deck, engineering, laundry and galley services, while the military crew members are in charge of communications, mission requirements and weapons systems.



MSC command ship USS Mount Whitney and Russian navy landing ship Kaliningrad maneuver in the Baltic Sea during Exercise Baltic Operations 2010 in June. Photo by MC1 Jenniffer Rivera.

Harbor Tug and Port Services

The Special Mission Program continued to manage the Navy's harbor tug and port services contracts worldwide. MSC administered contracts that provide on-call civilian harbor tugs in 13 ports and time-charter tugs in nine ports. Ten contracts provided resupply, crew launches and dockside utilities for the Navy in five ports.

Prepositioning Ships - 32

(as of Sept. 30, 2010)

Maritime Prepositioning Force Ships – 16

Squadron One

- USNS 2ND LT John P. Bobo (T-AK 3008)
- USNS PFC Eugene A. Obregon (T-AK 3006)
- USNS Sisler (T-AKR 311)
- USNS LCPL Roy M. Wheat (T-AK 3016)

Squadron Two

- USNS SGT William R. Button (T-AK 3012)
- USNS Lawrence H. Gianella (T-AOT 1125)
- USNS SGT Matej Kocak (T-AK 3005)
- USNS 1ST LT Baldomero Lopez (T-AK 3010)
- USNS GYSGT Fred W. Stockham (T-AK 3017)
- MV MAJ Bernard F. Fisher (T-AK 4396)
- USNS Seay (T-AKR 302)*

Squadron Three

- USNS Dahl (T-AKR 312)
- USNS 1ST LT Jack Lummus (T-AK 3011)
- USNS 1ST LT Harry L. Martin (T-AK 3015)
- USNS MAJ Stephen W. Pless (T-AK 3007)
- USNS PFC Dewayne T. Williams (T-AK 3009)

Army Prepositioned Stocks Ships - 8

LMSRs

- USNS Charlton (T-AKR 314)
- USNS Pomeroy (T-AKR 316)
- USNS Red Cloud (T-AKR 313)
- USNS Soderman (T-AKR 317)
- USNS Watkins (T-AKR 315)
- USNS Watson (T-AKR 310)

Container Ships

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

Navy, Defense Logistics Agency and Air Force Ships – 8

U.S. Navy (Break-Bulk Ship)

- SS Cape Jacob (T-AK 5029)

Defense Logistics Agency (OPDS)

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

U.S. Air Force (Container Ships)

- MV CAPT Steven L. Bennett (T-AK 4296)
- MV TSGT John A. Chapman (T-AK 323)

Aviation Logistics Support Ships

- SS Curtiss (T-AVB 4)
- SS Wright (T-AVB 3)

High-Speed Vessels (Catamaran)

- HSV Westpac Express (HSV 4676)
- HSV 2 Swift (HSV 2)

*Undergoing conversion September 2010

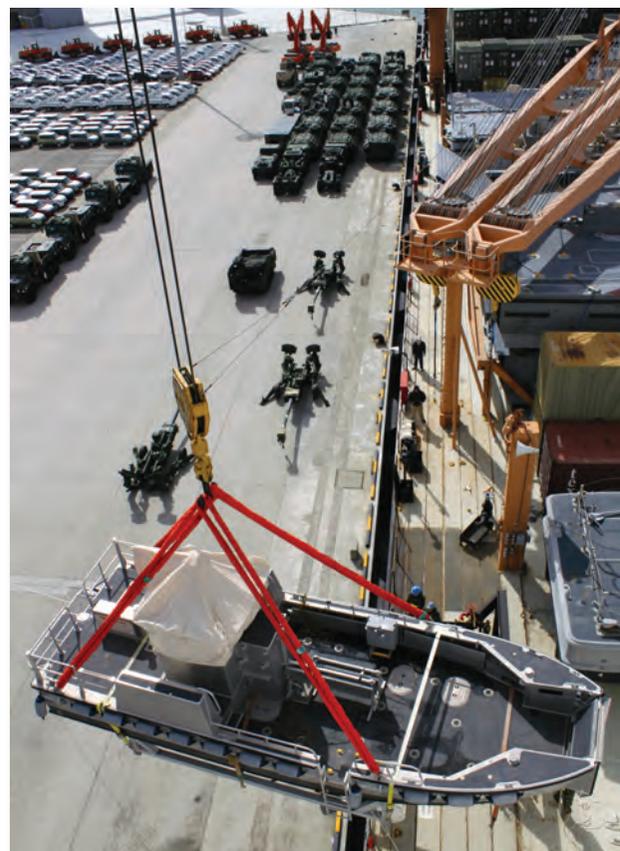
At the conclusion of FY 2010, MSC operated 32 prepositioning ships that strategically placed U.S. combat equipment and supplies afloat around the globe, ready for rapid delivery ashore when needed. Most of the ships were assigned to sites in the Mediterranean Sea, Eastern Atlantic Ocean, Indian Ocean and Western Pacific Ocean. Some prepositioning ships were also based at ports in the United States, pending completion of ship- or cargo-maintenance periods. Two aviation logistics support ships and several large, medium-speed, roll-on/roll-off ships, or LMSRs, were maintained in reduced operating status, or ROS, on the U.S. East and West coasts for at least part of the year.

Prepositioning ships support three broad mission areas:

- Maritime Prepositioning Force, or MPF,
- Army Prepositioned Stocks, or APS, and
- Navy, Defense Logistics Agency and Air Force, or NDAF.

Maritime Prepositioning Force Ships

MPF ships are divided into three squadrons, each commanded by a Navy captain, and each carrying forward-deployed U.S. Marine Corps combat and sustainment equipment and supplies for a Marine Expeditionary Brigade for rapid employment across the full range of wartime and peacetime operations. When unloaded, the ships are available to support the Sealift Program for point-to-point transport of DOD cargo. Nearly all of the MPF ships can deliver cargo either in-stream or across a pier, as needed, and can also support rotary-wing aviation operations.



A utility boat is lifted off MSC Maritime Prepositioning Ship USNS MAJ Stephen W. Pless at Mokpo, Republic of Korea, as part of Exercise Freedom Banner 2010 in February. Photo by ENS Alex Cassady.

PREPOSITIONING

In mid-January, Maritime Prepositioning Ship Squadron Three, or MPS Squadron Three, ship USNS 1ST LT Jack Lummus loaded cargo at Blount Island Command, Fla., in preparation to support Haitian relief operations following the Jan. 12 earthquake. Marine Corps units supported by Lummus included the 22nd Marine Expeditionary Unit, which also deployed to render aid in Haiti.

MPS Squadron Three ship USNS PFC Dewayne T. Williams joined Lummus in Haiti Jan. 31 and was also instrumental in early support to the relief efforts. With nearly all of the port area unusable in the aftermath of the earthquake, lighterage launched from both ships enabled early-arriving personnel and relief cargo to deploy ashore in the capital city, Port-au-Prince.

Williams also employed lighterage while participating in a three-week exercise in October 2009 off the coast of Camp Pendleton, Calif. The exercise, called Pacific Horizon, supported the 1st Marine Expeditionary Force and Expeditionary Strike Group Three.

In June, MPS Squadron One ship USNS PFC Eugene A. Obregon participated in Exercise Baltic Operations 2010 in Ventspils, Latvia. This multilateral exercise included European naval forces. Military equipment was offloaded from Obregon while the ship was anchored offshore using the Improved Navy Lighterage System, or INLS, that Obregon carried. The ship then moved pierside to conduct roll-on/roll-off operations, enabling the offload of the remaining equipment to shore via Obregon's stern ramp.

Equipment is offloaded from MSC Maritime Prepositioning Ship USNS 1ST LT Jack Lummus off the coast of Port-au-Prince, Haiti, in support of Operation Unified Response in January. Photo by MC2 Justin Stumberg.





USNS Seay transferred from the Sealift Program to the Prepositioning Program in April. Photo by Richard Alexander.

USNS Seay, a Bob Hope-class LMSR, was reassigned to the MPF from the Sealift Program in 2010. During the year, Seay underwent conversion work in the United States to prepare for deployment early in 2011 as a fully capable MPF ship.

Army Prepositioned Stocks

Six Watson-class LMSRs and two container ships supported the Army Prepositioned Stocks program in FY 2010.

USNS Watson, one of the LMSRs, was forward-deployed in the Western Pacific with brigade combat team equipment supporting the U.S. Army. Another LMSR, USNS Soderman, loaded similar equipment and joined Watson late in the year. Two container ships were deployed to Diego Garcia with Army ammunition stocks.

From January through March, Soderman served as a support platform for an innovative ship-to-ship vehicle transfer system developed for the Naval Sea Systems Command. The Test Article Vehicle Transfer System is designed to transfer military vehicles between ships at sea to support Army and Marine Corps land forces as part of the Navy's future sea-basing strategy. The test demonstrated a self-deploying ramp system installed on surrogate mobile landing platforms, MV Mighty Servant 3 and Soderman. Personnel and vehicles were successfully transferred between the ships in high Sea State 3 and low Sea State 4 during several days of testing in the Gulf of Mexico.

Navy, Defense Logistics Agency and Air Force

The final component of MSC's Prepositioning Program is made up of a diverse array of ships that support the Navy, DLA, Air Force and Marine Corps. MV VADM K.R. Wheeler, an offshore petroleum distribution system ship, or OPDS, continued service in the Western Pacific Ocean in FY 2010. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel for tactical ground forces to beach facilities from up to eight miles offshore.

Early in 2010, high-speed vessel HSV 2 Swift visited Cameroon, Ghana, Liberia, Gambia, Senegal, Nigeria, Gabon and Togo supporting Africa Partnership Station operations. Africa Partnership Station facilitates security cooperation and is directed by U.S. Naval Forces Europe-Africa. Sealift Logistics Command Europe provides major support for Africa Partnership Station operations. In February and early March, Swift conducted visits in company with



Sailors, Marines, airmen and civilian mariners embarked on high-speed vessel HSV 2 Swift unload 18 pallets of Project Handclasp humanitarian aid supplies to a pier in Guyana in September. Photo by MC1 Kim Williams.

Navy guided-missile frigate USS Nicholas to Port Est, Reunion; Port Louis, Mauritius; Port Victoria, Seychelles; Cape Town, South Africa; Maputo, Mozambique; and Dar Es Salaam, Tanzania.

HSV 2 Swift supported Southern Partnership Station operations between May and September 2010. Southern Partnership Station deployed military trainers to the U.S. Southern Command providing information sharing among host navies, coast guards and civilian agencies throughout the region. While deployed, Swift visited Barbados, Dominican Republic, El Salvador, Guatemala, Guyana, Haiti, Jamaica, Nicaragua and Panama.

Two container ships, MV TSGT John A. Chapman, and MV CAPT Steven L. Bennett, supported Air Force munitions requirements during the year.

Two aviation logistics support ships, SS Wright and SS Curtiss, supported Marine Corps rotary-wing aircraft repair.

High-speed vessel Westpac Express, an MSC-chartered ship operated for the 3rd Marine Expeditionary Force, continued to move Marines and their equipment between locations in the Far East in support of training requirements.

Sealift Ships - 19

(as of Sept. 30, 2010)

Tankers - 5

USNS Paul Buck (T-AOT 1122)*
 USNS Samuel L. Cobb (T-AOT 1123)
 USNS Richard G. Matthiesen (T-AOT 1124)
 MV Transpacific**
 MT Bro Hawaii**

Dry Cargo Ships - 4

MV American Tern (T-AK 4729)**
 T/B Megan Beyel/MOBRO 1210**
 MV Mohegan (T-AK 5158)**
 MV Virginian (T-AK 9205)**

**Large, Medium-Speed, Roll-On/
Roll-Off Ships - 10**

USNS Benavidez (T-AKR 306)
 USNS Brittin (T-AKR 305)
 USNS Fisher (T-AKR 301)
 USNS Gilliland (T-AKR 298)
 USNS Gordon (T-AKR 296)
 USNS Bob Hope (T-AKR 300)
 USNS Mendonca (T-AKR 303)
 USNS Pililaa (T-AKR 304)
 USNS Shughart (T-AKR 295)
 USNS Yano (T-AKR 297)

*Placed in ROS in July pending transfer to Ready Reserve Force

**Long-term charter

Inset:

MSC Reservist Cmdr. Scott Shackleton, a distant relative of famous Antarctic explorer Sir Ernest Shackleton, helped oversee the offload of two MSC ships delivering supplies to McMurdo Station. Photo courtesy of Scott Shackleton.

Below:

Escorted by Swedish ice breaker Oden (left), MSC tanker USNS Paul Buck makes a delivery to McMurdo Station, Antarctica, in late January, delivering enough fuel to sustain the scientific station for a year. Photo by Chris Demarest.

M

SC's Sealift Program delivers the combat and other military cargo needed by U.S. warfighters around the globe wherever and whenever needed. In FY 2010, the program supported Operation Iraqi Freedom, Operation Enduring Freedom, military exercises and other day-to-day missions for DOD.

The Sealift Program operated 19 government-owned and long-term chartered dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships. Also, the program had access to 49 ships of the Maritime Administration's Ready Reserve Force, or RRF, a fleet of militarily useful ships maintained in ROS for use as surge sealift assets at ports in the United States. By policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

Tankers

In FY 2010, MSC tankers moved 1.5 billion gallons of fuel for DOD. Three government-owned tankers, two long-term chartered tankers and 36 short-term chartered tankers made a total of 222 voyages, delivering fuel to U.S. forces at various locations around the world. The majority of the fuel was carried by three government-owned T-5 tankers — USNS Paul Buck, USNS Samuel L. Cobb and USNS Richard G. Matthiesen — two small, 30,000-barrel-capacity, U.S.-flagged long-term chartered tankers operating in the Japan/Republic of Korea area — MV Transpacific and MT Bro Hawaii — and two large capacity U.S.-flagged short-term chartered tankers operating in the Arabian Gulf and Far East respectively — MT



SEALIFT

Maersk Michigan and MT Maersk Rhode Island. Nearly 86 percent of all the voyages were made on U.S.-flagged ships that carried 85 percent of all DOD fuel moved by MSC.

MSC tankers also moved fuel to support annual operations in Thule Air Base, Greenland, and the National Science Foundation at McMurdo Station, Antarctica. These missions were performed in extreme climates and provided the only fuel that those locations were able to receive during the year.

Dry Cargo Ships

During FY 2010, MSC operated a variety of dry cargo ships as they moved combat equipment and ammunition for U.S. force rotations in Operation Iraqi Freedom and Operation Enduring Freedom. Forty-four different dry cargo ships, a mixture of chartered commercial ships and government-owned ships, delivered more than 4 million square feet of cargo for the war effort.

Dry cargo ships also moved cargo for other contingencies, including the Haiti relief effort that occurred in early 2010. The Sealift Program chartered tugs and barges to shuttle supplies between Florida; Guantanamo Bay, Cuba; and Port-au-Prince, Haiti. MSC also used the former Hawaiian Superferry, HSV Huakai, to rapidly deploy people and cargo between Florida and Haiti.

During the Haiti response effort, dry cargo ships executed Joint Logistics Over-the-Shore, or JLOTS, operations to allow cargo to flow into the heavily damaged seaport at Port-au-Prince. JLOTS demonstrates U.S. capability to bring equipment, supplies and personnel from ship to shore where port access is denied or delayed, or where ports are non-existent, damaged or inadequate due to a natural disaster. JLOTS exercises are typically planned months in advance, but due to the nature of the Haiti disaster, this was planned and executed in a matter of weeks. RRF crane ship SS Cornhusker State provided offshore logistical support to the area by using its cranes to offload relief supplies from cargo ships to lighterage for delivery ashore. RRF heavy-lift ship SS Cape May provided lighterage and other watercraft to support the delivery. These vessels, along with the MPF ships USNS 1ST LT Jack Lummus and USNS PFC Dewayne T. Williams, delivered personnel and supplies that were crucial to this operation. The JLOTS vessels also provided fuel to the watercraft, and berthing, food, water and supplies for disaster relief personnel.

The Sealift Program also participated in smaller JLOTS exercises on both the East and West coasts using two LMSRs, USNS Mendonca and USNS Pililaa.

MSC dry cargo ships supported exercises and missions around the globe, such as Shared Accord 2010 in Norway and the West Africa Training Cruise. See the exercise table in the Appendix for more details.

MSC large, medium-speed, roll-on/roll-off ship USNS Mendonca's stern ramp opens onto a floating platform called a roll-on/roll-off discharge facility in June as part of a Joint Logistics Over-the-Shore exercise held off the coast of Virginia Beach, Va. Photo by Mark Bigelow.



Large, Medium-Speed, Roll-On/Roll-Off Ships

Ten MSC LMSRs are maintained pierside in ROS, able to sail within four days of receiving an activation order. The ships are berthed at strategic ports on the U.S. East, West and Gulf coasts. These LMSRs, referred to as surge LMSRs, are especially suited for transporting heavy, armored or outsized unit equipment such as tanks; mine-resistant, ambush-protected vehicles, or MRAPs; up-armored Humvees; and helicopters. USNS Mendonca completed a successful turbo-activation with a six-day, follow-on, in-stream JLOTS operation off Hampton Roads, Va. USNS Pililau also completed a successful turbo-activation with a three-day, follow-on, in-stream JLOTS operation off the coast of San Diego.

Ready Reserve Force - 49*

(as of Sept. 30, 2010)

Roll-On/Roll-Off Ships	27
Fast Sealift Ships	8
Crane Ships	6
Break-Bulk Ships	1
Ligherage-Aboard Ships	2
Seabee Ships	2
Aviation Logistics Support Ships	2
OPDS Tanker	1

*Two aviation logistics support ships and a break-bulk ship are also counted in the Prepositioning Program.



MSC-controlled Ready Reserve Force crane ship SS Cornhusker State unloads off the coast of Haiti in support of Operation Unified Response. Photo by MC2 Kim Williams.

Ready Reserve Force Ships

The RRF, a fleet of 49 militarily useful ships, includes roll-on/roll-off ships, Fast Sealift Ships, crane ships, break-bulk ships, Seabee ships, ligherage-aboard ships, an offshore petroleum discharge system tanker and aviation logistics support ships. One break-bulk ship was on long-term activation and assigned to the Prepositioning Program during FY 2010. RRF ships were crewed by ship management companies under contract to the Maritime Administration, but came under MSC's operational control when activated. The ships were berthed on the U.S. East, West and Gulf coasts near potential military load sites. All 27 of the RRF roll-on/roll-off ships were maintained in five-day ROS with 12-person crews aboard. Except for two container ships, which can take up to 10 days to fully activate, the remainder of the RRF ships are in a five-day ROS.

Personnel aboard MSC fast combat support ship USNS Rainier extend a cargo hook to a Navy helicopter during an underway replenishment with aircraft carrier USS Abraham Lincoln in the Pacific Ocean in August. Photo by MC3 Lex Wenberg.



MSC Subordinate Commands

- Military Sealift Fleet Support Command
- Sealift Logistics Command Atlantic
- Sealift Logistics Command Pacific
- Sealift Logistics Command Europe
- Sealift Logistics Command Central
- Sealift Logistics Command Far East

M

ilitary Sealift Fleet Support Command

MSFSC, headquartered in Norfolk, Va., crews, trains, equips and maintains the government-owned/government-operated ships of MSC's fleet. MSFSC handles all personnel functions for the more than 5,000 assigned CIVMARs. Training centers in Freehold, N.J., and San Diego, and CIVMAR support units in San Diego and Norfolk were maintained within the MSFSC organization to facilitate mariner training, ship assignments and travel. In addition, six SSUs provided a regional presence and were located in Italy, Bahrain, Singapore, Japan, San Diego and Guam.

In FY 2010, MSFSC consolidated its presence on Naval Station Norfolk by opening a newly refurbished CIVMAR Support Center-East, a medical department and CIVMAR training classrooms and by moving the MSFSC command, control, communications and computer systems directorate from Camp Pendleton in Virginia Beach to the naval base. Facility personnel, working with the contracting and comptroller directorates, continued their efforts to refurbish additional buildings to provide more offices as the command's staff grew.

Throughout FY 2010, MSFSC received 5,500 CIVMAR employment applications and hired and provided training for 592 new CIVMARs. By the end of the fiscal year, MSFSC's total CIVMAR workforce comprised more than 5,000 mariners. In the year to come, MSFSC expects to hire 300 to 600 additional CIVMARs to meet manpower requirements.

MSFSC was awarded the Navy Surgeon General's Health Promotion and Wellness Award, called the Blue H, at the bronze level. The Blue H is annually awarded to those commands that achieve excellence in health, wellness and fitness activities. While MSFSC's health and wellness program is in its early stages, the command conducted its first health risk assessment for civil service staff, participated in "Crews Into Shape" and conducted its second annual Health Expo.

Both of MSC's CIVMAR-crewed hospital ships supported missions during the year. USNS Mercy was underway, starting in May, for a five-month humanitarian and civic assistance mission to Vietnam, Cambodia, Indonesia and Timor-Leste. USNS Comfort, in response to the January earthquake in Haiti, got underway in 77 hours between the ship's order for activation on Wed., Jan. 13, and the moment the ship set sail on Sat., Jan. 16.

Other CIVMAR-crewed ships on scene and supporting Haitian earthquake victim relief efforts included fleet replenishment oilers USNS Big Horn and USNS Leroy Grumman, dry cargo/ammunition ships USNS Sacagawea and USNS Lewis and Clark and rescue and salvage ship USNS Grasp.

USNS Wally Schirra, the eighth of 14 planned new dry cargo/ammunition ships to enter the MSC fleet, began operations as the fiscal year opened. The ninth and 10th, USNS Matthew Perry and USNS Charles Drew, were delivered to MSC later during the year. Based on their experience with the ships already delivered, MSFSC personnel provided input to the pre-delivery construction process of the remaining four dry cargo/ammunition ships – USNS Washington Chambers, USNS William McLean, USNS Medgar Evers and a ship still to be named.

Due to Herculean efforts by the crew of fleet replenishment oiler USNS Joshua Humphreys from March to July, the ship was reactivated and placed in operational service.

Submarine tender USS Emory S. Land, operating with a hybrid crew of CIVMARs and active-duty sailors reporting to a Navy commanding officer, arrived in Diego Garcia in mid-August. Land will use Diego Garcia as a base of operations for providing fleet support as the first of two hybrid-crewed submarine tenders supported by MSFSC. The second submarine tender, USS Frank Cable, was undergoing habitability modifications at the end of the fiscal year.

Sealift Logistics Command Atlantic — Norfolk, Va.

SEALOGLANT maintains operational control of all assigned MSC ships in the Western Atlantic Ocean and Gulf of Mexico area of responsibility from North America to South America,



Capt. Michael Murphy, civil service master of MSC fleet replenishment oiler USNS Yukon, and Chief Mate Daniel Glazier observe the refueling at sea of a Canadian ship off the coast of Hawaii in July. Photo by Sarah Burford.

SUBORDINATE COMMANDS

overseeing the execution of strategic sealift missions, including the transport of equipment, fuel, supplies and ammunition for the sustainment of U.S. forces.

SEALOGLANT also provides logistics support to U.S. 2nd and 4th fleets. SEALOGLANT maintains daily oversight of approximately 35 ships in support of global U.S. Navy and DOD operations.

SEALOGLANT marine transportation specialists from both its headquarters in Norfolk, Va., and its representative offices in Earle, N.J.; Sunny Point, N.C.; Charleston, S.C.; Beaumont, Texas; Port Canaveral, Fla.; and Jacksonville, Fla., provided operational, administrative, material and logistics support for MSC ships in their respective areas and coordinated associated cargo operations throughout the fiscal year.

In FY 2010, MSC ships — ammunition ships, dry cargo/ammunition ships, fast combat support ships, rescue and salvage ships, fleet ocean tugs and fleet replenishment oilers under SEALOGLANT's operational control — supported U.S. Navy combatants at

sea throughout the SEALOGLANT area of responsibility. Additionally, SEALOGLANT was the point of origin for MSC ships loaded with fuel and supplies destined to support Navy combatant ships in the Mediterranean Sea, in and around Africa, in the Arabian Gulf and elsewhere for the U.S. 4th, 5th and 6th fleets. MSC ships transiting SEALOGLANT waters sailed more than 1 million miles in this effort.

Ships originating under SEALOGLANT tactical control participated in numerous deployments to the U.S. 4th, 5th and 6th fleet areas of responsibility, as well as vessel-towing missions and deployment preparations for Mobile Diving and Salvage Unit Two personnel. Most notably, these vessels played a pivotal role in Operation Unified Response — the U.S. military's Haiti earthquake relief effort.

SEALOGLANT became the epicenter of MSC ship activation and deployment for Haiti relief efforts. The command assisted, activated and/or took initial operational control of 21 vessels in support of Operation Unified Response. These civilian-crewed ships, both government-owned and chartered, were crewed, loaded and underway for Haiti in record time, despite the many challenges posed by their no-notice missions. Shipboard and shore personnel alike joined forces in a race to aid earthquake victims in Haiti.



Matthew Schwab, 1st officer cargo mate aboard MSC dry cargo/ammunition ship USNS Wally Schirra, gives a safety brief to the deck crew prior to a mock underway replenishment with MSC fleet replenishment oiler USNS John Lenthall in May off the coast of Norfolk, Va. Photo by Adrian Schulte.



Haitians observe hospital ship USNS Comfort and other MSC vessels off the coast of Haiti in February. Photo by MC2 Todd Frantom.



A Navy diver embarked aboard MSC rescue and salvage ship USNS Grasp attaches a safety line to a salvage project that is to be raised to the surface as part of Navy Diver-Southern Partnership Station off the coast of Panama in August. Photo by MC1 Jayme Pastoric.

By mid-February, MSC ships delivered more than 1,000 20-foot containers of vital cargo and more than 170 military vehicles, plus 230,000 square feet of supplies and equipment. Supplies included baby formula, medical supplies, USAID relief supplies, fuel trucks and dump trucks. The MSC vessels also resupplied U.S. Navy ships with fuel and food so those ships could stay on station assisting with relief efforts. Additionally, MSC provided fresh water and a myriad of other life support necessities to responders and earthquake victims as well.

Hospital ship USNS Comfort was activated to assist relief efforts. Medical personnel onboard treated more than 850 patients and conducted more than 840 surgeries. This deployment was the first time the ship used its full operational capacity since being delivered to the Navy in 1987.

While fully supporting Operation Unified Response, SEALOGLANT also supported seven major fleet exercises; planned and executed 13 deployments for U.S. 4th, 5th and 6th fleets and Africa Command; and safely and successfully planned and executed five major ordnance movements. SEALOGLANT also supported four major submarine force requirements and completed two major tows — ex-USS Forrester and ex-USNS Mount Baker — with fleet ocean tug USNS Apache. The command further played a critical role in the planning, workups and successful reactivation of fleet replenishment oiler USNS Joshua Humphreys.

Throughout FY 2010, SEALOGLANT continued to play a crucial role in Operation Iraqi Freedom and other overseas contingency operations by providing oversight for the loading and discharging of more than 1.1 million square feet of military equipment and cargo and nearly 247 million gallons of fuel and other petroleum products.

In support of Operation Pacer Goose, the annual resupply mission for Thule Air Base, Greenland, USNS Samuel L. Cobb, a contract mariner-crewed MSC tanker, and MV American Tern, a 521-foot dry cargo ship on long-term charter to MSC, delivered 8.5 million gallons of fuel, four snow-removal tractors weighing 29 tons each and approximately 120 40-foot containers that amassed almost 6,500 measurement tons — a volumetric measurement equal to 260,000 cubic feet of cargo — in mid July. The back load returning to the United States included 83 containers and cargo flat racks and almost 50 pieces of large break-bulk cargo for a total of almost 6,900 measurement tons.

Anti-terrorism/force protection, or AT/FP, remained a high priority with SEALOGLANT in FY 2010. To counter emerging threats and reinforce the proficiency of ships' response forces, SEALOGLANT force protection officers conducted 35 spot checks on MSC ships, evaluating their AT/FP programs. Additionally, anti-piracy tabletop exercises were conducted with numerous MSC ships in preparation for deployments worldwide.

SEALOGLANT staff and afloat units participated in the annual Solid Curtain/Citadel Shield anti-terrorism exercise coordinated by U.S. Fleet Forces Command and Navy Installations Command in March. This major training exercise helped verify the capability of MSC ships to detect, deter and defend against terrorist attacks.

Sealift Logistics Command Pacific — San Diego

SEALOGPAC exercises operational control over MSC ships operating in the U.S. 3rd Fleet area of responsibility in the Eastern Pacific Ocean. SEALOGPAC's NFAF ships delivered food, fuel, supplies and ammunition to U.S. Navy combatants, allowing them to remain at sea for extended periods. Other ships under SEALOGPAC's control transported vital military cargo to forces ashore overseas and supported other DOD missions.

Each year, one of SEALOGPAC's most critical sealift missions is Operation Deep

loading of fuel and stores and coordinating rendezvous locations and times. In addition, MSC Reservists provided watch standers at the Pacific Warfighting Center and supported underway replenishment evolutions on fleet replenishment oilers USNS Guadalupe and USNS Yukon as Cargo



Navy divers embarked aboard MSC fleet ocean tug USNS Navajo participate in Indian Salvex 2009, a bilateral diving exercise off the coast of Hawaii with Indian navy divers in November 2009. Photo by CWO Randy Duncan.

Afloat Rig Teams.

In July, MSC rescue and salvage ship USNS Salvor successfully completed the salvage of sailing vessel Grendel from a sensitive coral reef off the coast of Kure Atoll in the Hawaiian National Marine Sanctuary. In addition to the recovery of the sailboat, Salvor also collected and transported 6,000 pounds of fishing nets, line and other debris that had collected on the atoll.

Sealift Logistics Command Europe — Naples, Italy

SEALOGEUR is the single at-sea logistics and strategic sealift provider for U.S. forces in the waters around Europe and Africa, an area of responsibility that covers more than 20 million square nautical miles of ocean, touches three continents and encompasses 67 percent of the Earth's coastline, 30 percent of its landmass and 23 percent of the world's population. SEALOGEUR is co-located with Commander, Naval Forces Europe and Africa and Commander, U.S. 6th Fleet, in Naples, Italy.

SEALOGEUR oversees the movement of fuel, food, spare parts, ammunition and combat equipment throughout the U.S. European Command, or EUCOM, and U.S. Africa Command, or AFRICOM, areas of responsibility. In addition to SEALOGEUR duties, the commander of SEALOGEUR is dual-hatted as Commander Task Force 63, which encompasses all U.S. 6th Fleet air and sea logistics assets, and commander of U.S. 6th Fleet's Africa Partnership Station Southeast Africa, which is responsible for U.S. Navy combatants and expeditionary units conducting theater security cooperation engagements in this region. On an average day, more than 10 ships and seven aircraft report to the SEALOGEUR commander.

In FY 2010, SEALOGEUR handled 57 ships in its area of responsibility that made 452 port calls in 75 different locations. Command personnel coordinated 76 transits through the Strait of Gibraltar and supported 10 MSC ships participating in U.S. and NATO military exercises.

Container ship MV American Tern, operating under a long-term charter to MSC, participated in the USTRANSCOM-sponsored exercise Turbo Containerized Ammunition Distribution System, or TURBOCADS 2010, in May and June, conducting operations in Norway, the United Kingdom, the Netherlands and Italy. TURBOCADS exercises commercial carrier capabilities for moving 20-foot containers of ammunition from theater to theater. SEALOGEUR worked with the 598th Transportation Brigade of the Army's Military Surface Deployment and Distribution Command to deliver 575 containers to commands within the European theater.



MSC-chartered dry cargo ship MV American Tern approaches the pier at Thule Air Force Base in Greenland in preparation for cargo discharge during Pacer Goose 2010 in July. Photo by Mark Bigelow.

In ports where American Tern could not pull pierside because of its size, SEALOGEUR was responsible for coordinating coasters and barges to off-load the larger ship and transfer the containers to the pier.

In July, command ship USS Mount Whitney participated in exercise FRUKUS 2010, which involved interoperability training between the maritime forces of France, Russia, the United Kingdom and the United States.

Oceanographic survey ship USNS Henson joined the search off the coast of England for the original Bonhomme Richard this year. The warship, captained by U.S. Navy hero John Paul Jones whose quote “I have not yet begun to fight” still inspires Navy sailors today, sank off the coast of England in 1779 after battling HMS Serapis. While the expedition in September was the fifth one coordinated by the Ocean Technology Foundation, it was the first one to use an MSC ship as the search platform. Henson participated in the search after finishing up nearly five months of survey operations in the Norwegian Sea. A chartered commercial survey vessel, MV Denny Tide, spent three weeks in May surveying the Eastern Baltic Sea, allowing Henson to remain on station to complete its mission.

Two MPF ships, USNS 2ND LT John P. Bobo and USNS LCPL Roy M. Wheat, assigned to MPS Squadron One, underwent a maintenance availability and cargo refurbishment during the year. During Bobo’s absence, the commander of MPS Squadron One shifted his flag to USNS PFC Eugene A. Obregon until Bobo returned in late August.

While serving as the flagship, Obregon traveled to Ventspils, Latvia, to participate in Exercise Baltic Operations 2010, an annual event aimed at improving interoperability and cooperation among regional allies. Obregon conducted an in-stream and pierside offload of its Marine Corps prepositioned equipment as part of the exercise. During the exercise, Obregon welcomed President Valdis Zatlers of Latvia, among other government and military officials.

Wheat, along with fleet replenishment oiler USNS Laramie, supported Exercise Phoenix Express near Souda Bay, Greece, in May. Wheat served as a simulated boarding vessel for maritime interdiction operations training, while Laramie provided replenishment support to the participating U.S. and regional partner navies.

Continuing to support the requirement for fleet oiler presence in the U.S. 6th Fleet area of responsibility, six fleet replenishment oilers, one fast combat support ship and three dry cargo/ammunition ships provided NFAF services throughout the year. The oilers were USNS Big Horn, USNS John Lenthall, USNS Joshua Humphreys, USNS Kanawha, USNS Laramie and USNS Patuxent. The fast combat support ship was USNS Supply, and the dry cargo/ammunition ships were USNS Lewis and Clark, USNS Robert E. Peary and USNS Sacagawea.

The ships supported a variety of U.S. Navy, NATO and bilateral exercises and replenishment operations from the Baltic Sea to the Gulf of Guinea, including exercises Bright Star, Caya Green, Joint Warrior and Phoenix Express. You can read more about MSC exercise participation in the exercise table in the Appendix of this report. The logistics ships provided services for 91 customer ships during 56 replenishment-at-sea events, supplying more than 16 million gallons of diesel fuel and 6.4 million gallons of aviation fuel. The ships also transferred more than 2,500 pallets to customer ships and took retrograde and hazardous waste material for offload.

MSC-chartered ships continued to support Navy and AFRICOM engagement and theater security cooperation operations throughout Africa. HSV 2 Swift deployed to AFRICOM and provided support to the Africa Partnership Station East deployment from January to March. Additionally, voyage-chartered vessel MV Sunergon moved Seabee equipment from Rota, Spain, to the island nation of Sao Tome to support a variety of construction projects there. Similarly, MSC-chartered ships moved U.S. Marine Corps equipment to and from Maputo, Mozambique, supporting Exercise Shared Accord.

Oceanographic survey ship USNS Sumner visited Walvis Bay, Namibia, in June, marking the first port visit by a U.S. Navy vessel in more than five years. Even though the visit was brief and focused primarily on re-provisioning and bunkering, it proved to be a positive interaction, potentially paving the way for future visits by Navy warships and amphibious vessels.



MSC Boatswain's Mate Anthony Brooks directs a Russian helicopter for take-off aboard MSC command ship USS Mount Whitney as part of FRUKUS 2010 in the English Channel in July. Photo by CWO Jeffrey Lund.

Rescue and salvage ship USNS Grapple spent several months in the SEALOGEUR area supporting theater security cooperation events in both the AFRICOM and the EUCOM theaters. During late 2009 and early 2010, as part of Africa Partnership Station South and East, Grapple conducted salvage preparations in Mombasa, Kenya, on a submerged 120-foot patrol boat at Mtongwe Naval Base working with Kenyan military personnel. Later in the year, Grapple conducted a series of bilateral and multilateral diving and salvage exercises, engagements and operations throughout the Mediterranean, working with Albania, Georgia, Turkey and Israel. Near the end of its deployment, Grapple conducted salvage operations in Sarande, Albania, clearing the port of seven wrecks that had been impeding commercial shipping.

Sealift Logistics Command Central — Manama, Bahrain

SEALOGCENT represents MSC in the U.S. Central Command area of responsibility. This includes the Arabian Gulf, Arabian Sea, Gulf of Oman, Gulf of Aden and the Red Sea. SEALOGCENT provides reliable and efficient sealift, combat logistics forces, special mission ships and maritime services to meet U.S. Central Command requirements.

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

During FY 2010, logistics ships under SEALOGCENT's tactical command conducted 604 underway replenishments at sea involving the delivery of more than 80 million gallons of fuel to U.S. Navy and coalition ships, as well as more than 336 million gallons of fuel to DOD fuel distribution depots. SEALOGCENT also coordinated the delivery of 5.6 million square feet of combat equipment; mine-resistant, ambush-protected vehicles; helicopters; tanks; trucks; ammunition and other supplies to U.S. combatant forces on the ground in the Middle East for operations Enduring Freedom and Iraqi Freedom. The majority of these cargo operations were supported by six ports in five different countries throughout the region.

Similarly, CTF-53 personnel coordinated and moved more than 14,000 tons of cargo, 6,000 tons of mail and 32,000 passengers on 5,000 airlift missions, providing critical support to U.S. warfighters.

In November 2009, fleet ocean tug USNS Catawba played a significant role as security operations in Iraq transitioned from U.S. and coalition control to Iraqi control. Catawba provided a seagoing platform for U.S. Navy and U.S. Coast Guard personnel to train Iraqi sailors and marines in port security.

In December, fleet replenishment oiler USNS Pecos demonstrated versatility and flexibility as it played a critical role in providing holiday cheer to Marines and sailors stationed on USS Bonhomme Richard in the Gulf of Aden. Pecos was diverted to rendezvous with fast combat support ship USNS Bridge in the North Arabian Sea in order to transfer more than 115 pallets of mail, cargo and provisions, which Pecos then delivered to Bonhomme Richard on Christmas day.

MSC dry cargo/ammunition ship USNS Robert E. Peary departed the region in August after an eight-month deployment supporting Combined Task Force 151 activities in counter-piracy operations. The ship provided food, fuel and cargo to U.S. and coalition ships involved in anti-piracy



Iraqi patrol boats speed through the waters of the Arabian Gulf after being launched from MSC fleet ocean tug USNS Catawba during training exercises August to November 2009. Photo by Coast Guard LT Dan Orchard.

operations. Typically restocking its stores and fuel cargo every seven to 10 days in the Port of Djibouti, Peary conducted more than 100 replenishment-at-sea events, enabling U.S. and coalition ships involved in anti-piracy operations to remain on station in the Gulf of Aden and surrounding waters. Additionally, during the deployment, Peary embarked a production team from the Canadian Discovery Channel, which was producing a one-hour episode of the show “Mighty Ships” featuring the ship and crew.

In FY 2010, SEALOGCENT personnel responded quickly to the call for humanitarian assistance when Pakistan was ravaged with floods. The command was able to adjust its logistics flow, sending dry cargo/ammuni-

tion ship USNS Lewis and Clark to support the USS Peleliu Amphibious Ready Group’s aid to Pakistan with heavy-lift capabilities to help the victims in the flooded regions of the country.

SEALOGCENT also coordinated force protection aboard MSC vessels in support of Operation Vigilant Mariner to defend against waterborne and land-based terrorist attacks in the U.S. Central Command operating area. In FY 2010, nearly 118 security teams were embarked on MSC ships in support of operations Iraqi Freedom and Enduring Freedom. The embarked security teams quickly integrated with the ships’ crews and provided flexible and responsive force protection to all classes and types of MSC ships. The security teams were essential to MSC ships in providing security for strait transits, port visits and routine operations within the U.S. 5th Fleet area of responsibility.

Sealift Logistics Command Far East — Singapore

SEALOGFE safely and efficiently exercises operational control over MSC ships that support U.S. Pacific Command, USTRANSCOM and U.S. 7th Fleet. SEALOGFE is co-located with Commander, Logistics Group, Western Pacific/CTF-73 at Sembawang Wharves in Singapore.

During FY 2010, SEALOGFE managed a daily average of 45 ships representing all of MSC’s missions in the vast U.S. 7th Fleet area of responsibility—supporting all branches of the U.S. military and participating in major theater operations, exercises and humanitarian missions.

Naval Fleet Auxiliary Force ships under CTF-73 operational control, with SEALOGFE coordination, completed more than 400 replenishment-at-sea evolutions during the fiscal year, delivering more than 108 million gallons of fuel and more than 20,000 pallets of cargo to U.S. and allied navies.

On any given day, Special Mission ships in the SEALOGFE area of responsibility conducted operations in support of national, CTF-72 and CTF-74 taskings across various operational disciplines.

SEALOGFE’s strategic sealift directorate managed up to five dry cargo ships and fuel tankers during the year. 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. Fuel tankers moved aviation and diesel fuel throughout the area from Guam to Japan to Wake Island to Kwajalein Atoll.

Dry cargo/ammunition ship USNS Richard E. Byrd and fleet replenishment oiler USNS Walter S. Diehl delivered urgently-needed supplies, equipment and fuel to Indonesia in October 2009 in response to deadly earthquakes that devastated the region in late September.

Diego Garcia-based MPS Squadron Two ship USNS SGT William R. Button served as the training platform for special forces Exercise Flash Metal 2010, a bilateral maritime security training exercise in the Maldives held in mid February. Training included procedures for boarding a

ship suspected of carrying illicit cargo, searching and securing personnel and living spaces, and securing of the bridge and engine room.

MPS Squadron Three flagship USNS MAJ Stephen W. Pless delivered U.S. Marine Corps cargo in the Republic of Korea during exercises Freedom Banner and Key Resolve/Foal Eagle in February. Exercise Freedom Banner, which was conducted in Mokpo, Republic of Korea, is an annual training exercise supported by elements of the Okinawa-based 3rd Marine Expeditionary Force. The exercise demonstrated the capabilities of a Marine Air-Ground Task Force using combat equipment and supplies strategically prepositioned aboard Pless. Once the cargo was ashore, it was redeployed to another part of the Republic of Korea for use in Key Resolve/Foal Eagle.

At the request of the Republic of Korea, CIVMARs and U.S. Navy divers assigned to rescue and salvage ship USNS Salvor provided dive and logistical support to Republic of Korea naval forces in April after their patrol vessel Cheonan was reportedly torpedoed off the coast March 26.



MSC rescue and salvage ship USNS Salvor is anchored in the Yellow Sea in April in support of the Republic of Korea navy's effort to salvage a ROK navy ship that sank in March. Photo by LCDR Denver Applehans.

Hospital ship USNS Mercy deployed to the SEALOGFE area of responsibility in May on a 144-day humanitarian and civic assistance mission to Vietnam, Cambodia, Indonesia and Timor-Leste as part of U.S. Pacific Command's Pacific Partnership 2010 mission. Sixty-seven CIVMARs operated and navigated the ship and supported personnel from the U.S. Navy, Army, Air Force, Public Health Service, State Department and Agency for International Development, as well as 18 partner nations and 17 non-governmental organizations. During the deployment, Mercy's medical staff treated more than

100,000 medical patients and more than 12,000 dental patients.

MPS Squadron Two ships USNS SGT William R. Button and USNS GYSGT Fred W. Stockham off-loaded U.S. Marine Corps cargo in support of U.S. Central Command-sponsored exercise Native Fury 2010 at Bahrain in May. Native Fury is a pierside MPF cargo deployment and redeployment exercise held every two years at various ports within the U.S. Central Command area of responsibility.

Oceanographic survey ship USNS John McDonnell conducted a joint survey mission with the Indonesian navy from May 22 to June 5, mapping approximately 300 square miles of previously unsurveyed seabed off the coast of Indonesia's Sumatra Island to aid navigation.

The crew of offshore petroleum distribution ship MV Vice Adm. K.R. Wheeler deployed eight miles of organic, metal-lined, flexible fuel pipe in a training exercise held off the coast of Pohang, Republic of Korea, in June. Wheeler can quickly and efficiently deliver fuel to soldiers and marines operating ashore where port facilities are inadequate or non-existent.

SEALOGFE's active-duty sailors, civilian employees and Reserve units tested their abilities to respond to a crisis on the Korean peninsula in August. Annual Exercise Ulchi Freedom Guardian included a scenario to manage an influx of sealift ships and the potential evacuation of civilians. Representatives from MSC Office Korea and sailors from SEALOGFE Reserve units crewed an around-the-clock crisis-action team in Busan that maintained a comprehensive shipping picture and conducted valuable cross-training with their U.S. Army and Republic of Korea counterparts. At Yokohama, Japan, SEALOGFE Reservists coordinated strategic sealift movements with U.S. Army and U.S. Forces Japan counterparts.

In July and August, USNS Safeguard, with its Mobile Diving and Salvage Unit One divers embarked, supported the Joint POW/MIA Accounting Command's ongoing efforts to account for Americans lost during past conflicts.

With its unique, hybrid crew of active-duty sailors and CIVMARs, submarine tender USS Emory S. Land arrived at its forward-deployed location at Diego Garcia in August.



MSC fast combat support ship USNS Bridge heads out to sea in support of RIMPAC 2010 and makes a post-sunset transit past the USS Arizona Memorial. Photo by Able Seaman Rick Davis.

Tables

Summary: MSC Operations	A2
Expenses by Type	A3
Naval Fleet Auxiliary Force Dry Cargo & Petroleum.....	A4
Sealift Dry Cargo: 1904 Cargo Preference Act.....	A4
Sealift Dry Cargo: Ship Type	A5
Sealift Dry Cargo: Deployment/Redeployment.....	A5
Sealift Petroleum: Type Product	A6
Sealift Petroleum: Workload Comparison.....	A6
Sealift Petroleum: 1904 Cargo Preference Act.....	A7
MSC Personnel Afloat and Ashore	A7
Naval Fleet Auxiliary Force: Operating Tempo	A8
Special Mission Ships: Operating Tempo	A8
MSC Controlled Fleet: Sept. 30, 2010.....	A9
Exercises	A10
Awards	A12
Gallery	A14

Table Abbreviations

- M/Ts** MEASUREMENT TONS (one M/T is a volume measurement equal to 40 cubic feet of dry cargo)
- L/Ts** LONG TONS (one L/T is equal to 2,240 pounds; used to measure petroleum products)
- SQ FT** SQUARE FEET of dry cargo
- BBLs** BARRELS of petroleum product

APPENDIX: MSC OPERATIONS

Summary: MSC Operations

	OCTOBER - SEPTEMBER (\$millions) FY 2010		
	Revenue	Expense	Profit/(Loss)
NAVY			
Naval Fleet Auxiliary Force			
Combat Logistics Force	\$1,518.4	\$1,479.2	\$39.2
Hospital Ships	\$53.8	\$71.7	(\$17.9)
Harbor Tugs	-----	-----	-----
Sealift Enhancement	\$4.1	\$4.1	\$0.0
Total	\$1,576.3	\$1,555.0	\$21.3
Special Mission			
Special Mission Ships	\$375.3	\$405.0	(\$29.7)
Ocean Surveillance Ships	\$68.8	\$68.7	\$0.1
Chartered Ships	\$81.1	\$78.8	\$2.3
Harbor Tugs	60.6	64.3	(\$3.7)
Total	\$585.8	\$616.8	(\$31.0)
Prepositioning			
Prepositioning Ships	\$478.6	\$514.8	(\$36.2)
Total	\$478.6	\$514.8	(\$36.2)
Other Reimbursable Funding	\$59.1	\$59.1	\$0.0
Total Navy	\$2,699.8	\$2,745.7	(\$45.9)
USTRANSCOM			
Prepositioning			
Prepositioning Ships	\$194.2	\$176.4	\$17.8
Total	\$194.2	\$176.4	\$17.8
Sealift			
Tankers	\$114.1	\$149.0	(\$34.9)
Dry Cargo	\$119.7	\$124.9	(\$5.2)
Surge Sealift	\$90.2	\$122.3	(\$32.1)
Total	\$324.0	\$396.2	(\$72.2)
Other Reimbursable Funding	-----	-----	-----
Total USTRANSCOM	\$518.2	\$572.6	(\$54.4)
Total MSC Business	\$3,218.0	\$3,318.3	(\$100.3)
Total MSC Budgeted Profit/(Loss) Target			(\$165.3)
Total Profit/(Loss) Target Variance			\$65.0

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.

APPENDIX: EXPENSES

Expenses by Type Government vs. Non-Government

	OCTOBER - SEPTEMBER (<i>\$millions</i>) FY 2010			
	Total Expenses	Gov	Non-Gov	Percent Non-Gov
NAVY				
Personnel				
Compensation/Benefits	\$728.8	\$119.6	\$609.2	83.6%
Travel/Transportation of Goods	\$48.4	\$10.0	\$38.4	79.3%
Rent, Communications and Utilities	\$27.7	\$22.1	\$5.6	20.3%
Printing/Reproduction	\$0.5	\$0.5	\$0.0	1.0%
Other Contractual Services	\$1,319.0	\$125.3	\$1,193.6	90.5%
Supplies/Material	\$530.0	\$474.3	\$55.7	10.5%
Equipment	\$83.1	\$35.3	\$47.8	57.5%
Depreciation	\$8.2	\$2.0	\$6.2	75.8%
Total Navy Expenses	\$2,745.7	\$789.2	\$1,956.5	71.3%
USTRANSCOM				
Personnel				
Compensation/Benefits	\$28.0	\$25.2	\$2.8	10.1%
Travel/Transportation of Goods	\$4.1	\$3.0	\$1.1	25.7%
Rent, Communications and Utilities	\$14.0	\$5.8	\$8.2	58.8%
Printing/Reproduction	\$0.3	\$0.3	\$0.0	0.1%
Other Contractual Services	\$431.4	\$68.8	\$362.6	84.1%
Supplies/Material	\$82.3	\$65.0	\$17.3	21.0%
Equipment	\$7.3	\$1.5	\$5.8	79.9%
Depreciation	\$5.3	\$1.3	\$4.0	75.6%
Total USTRANSCOM Expenses	\$572.6	\$170.8	\$401.8	70.2%
Total MSC Expenses	\$3,318.3	\$959.9	\$2,358.4	71.1%

Naval Fleet Auxiliary Force

Dry cargo and petroleum products transferred during underway replenishment

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2009	FY 2009	FY 2010	FY 2010
	Pallets	SQ FT	Pallets	SQ FT
Dry Cargo	122,974	1,598,662	299,140	3,888,820

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2009	FY 2009	FY 2010	FY 2010
	BLS	Gallons	BLS	Gallons
Petroleum	16,905,756	710,041,752	27,495,070	1,154,792,960

**Sealift Dry Cargo: 1904 Cargo Preference Act
U.S. Flag vs. Foreign Flag**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2009	FY 2009	FY 2010	FY 2010
	M/T	SQ FT	M/T	SQ FT
U.S. Flag				
Commercial	91,575	1,363,881	742,573	3,951,278
Ready Reserve Force	25,207	78,335	0	0
Surge	159,573	861,694	0	0
Prepositioning (common-user pool)	0	0	0	0
Total U.S. Flag	276,355	2,303,910	742,573	3,951,278
Total Foreign Flag	14,231	105,569	20,240	106,787
Total Sealift Cargo	290,586	2,409,479	762,813	4,058,065

Sealift Dry Cargo**Ship Type**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2009	FY 2009	FY 2010	FY 2010
	M/T	SQ FT	M/T	SQ FT
Controlled Sealift				
Government-owned	159,573	861,694	0	0
Commercial Charter	105,806	1,469,450	762,813	4,058,065
Ready Reserve Force	25,207	78,335	0	0
Total Sealift Cargo	290,586	2,409,479	762,813	4,058,065

Sealift Dry Cargo**Deployment / Redeployment**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2009	FY 2009	FY 2010	FY 2010
	M/T	SQ FT	M/T	SQ FT
Deployment				
U.S. Flag Commercial	84,069	1,207,574	467,922	2,492,515
Ready Reserve Force	25,207	78,335	0	0
Surge	89,203	481,694	0	0
Prepositioning (common-user pool)	0	0	0*	0*
Foreign Flag	14,231	105,569	10,606	54,763
Total Deployment	212,710	1,873,172	478,528	2,547,278
Redeployment				
U.S. Flag Commercial	7,505	156,307	274,651	1,458,763
Ready Reserve Force	0	0	0	0
Surge	70,371	380,000	0	0
Prepositioning (common-user pool)	0	0	0	0
Foreign Flag	0	0	9,634	52,024
Total Redeployment	77,876	536,307	284,285	1,510,787
Total Sealift Cargo	290,586	2,409,479	762,813	4,058,065

*Activated for exercises, but carried no operational cargo.

Sealift Petroleum: Type Product

	OCTOBER - SEPTEMBER			
	FY 2009	FY 2009	FY 2010	FY 2010
	L/T	BBLS	L/T	BBLS
Jet Fuel (JP8)	2,617,161	20,793,342	2,386,757	18,782,125
Mid-grade Gasoline (MUM)	919	7,899	349	2,995
Regular Gasoline (MUR)	-----	-----	-----	-----
Jet Fuel Oil #5 (JP5)	1,038,266	8,107,774	1,228,774	9,426,853
Thermo-Stable (JPTS)	7,674	61,956	6,026	47,825
Diesel Oil (DFM-08 / F76-09)	1,775,162	13,459,276	1,076,073	8,072,472
Intermediate Fuel Oil	18,561	121,982	1,742	9,999
Total Petroleum Products	5,457,743	42,552,229	4,699,721	36,342,269

**Sealift Petroleum: Workload Comparison
FY 2009 vs. FY 2010**

	OCTOBER - SEPTEMBER		
	FY 2009	FY 2010	Change
	L/T	L/T	L/T
Government-owned/Time Charter	3,753,540	3,900,262	146,722
Voyage Charter	1,704,203	799,459	(904,744)
Total Petroleum	5,457,743	4,699,721	(758,022)

**Sealift Petroleum: 1904 Cargo Preference Act
U.S. Flag vs. Foreign Flag**

	OCTOBER - SEPTEMBER			
	FY 2009 L/T	FY 2009 BBLs	FY 2010 L/T	FY2010 BBLs
Government-owned	2,117,578	16,510,058	1,756,989	13,838,243
U.S. Flag Time Charter	1,635,962	12,755,057	1,940,981	15,047,214
U.S. Flag Voyage Charter	104,411	814,057	264,767	1,961,135
Foreign Flag Voyage Charter	1,599,792	12,473,057	706,984	5,495,677
Total Petroleum	5,457,743	42,552,229	4,669,721	36,342,269

MSC Personnel: Afloat and Ashore

	AS OF SEPTEMBER 30, 2010		
	FY 2009	FY 2010	Percent Change
Afloat			
Civil Service Mariners	5,023	5,304	5.6%
Commercial Mariners	1,809	1,697	(6.2%)
Military (active-duty)	215	201	(6.5%)
Military (Reserves)	309	308	(0.3%)
Total Afloat	7,356	7,510	2.1%
Ashore			
Civilian (direct/indirect)	1,116	1,134	1.6%
Military (active-duty)	160	172	7.5%
Military (Reserves)	524	518	(1.1%)
Total Ashore	1,800	1,824	1.3%
Total Personnel	9,156	9,334	1.9%

Naval Fleet Auxiliary Force: Operating Tempo

	FY 2009		FY 2010	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type of Ship				
Fleet Replenishment Oiler	14	2,639	15*	2,471
Dry Cargo/Ammunition	6	920	10**	1,168
Ammunition	4	349	3***	462
Fleet Ocean Tug	4	495	4	438
Fast Combat Support	4	671	4	561
Rescue and Salvage	4	419	4	499
Hospital	2	51	2	90
Combat Stores	3	447	0****	0
Totals	41	5,991	42	5,689

*USNS Joshua Humphreys activated.

**USNS Carl Brashear became operational in March 2009; USNS Wally Schirra became operational in April 2010; USNS Matthew Perry was delivered to MSC in February 2010 and became operational in September 2010; USNS Charles Drew was delivered to MSC in April 2010.

***USNS Mount Baker deactivated in 2010.

****USNS San Jose deactivated in 2010.

Special Mission Ships: Operating Tempo

	FY 2009		FY 2010	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type				
Submarine & Special Warfare Support	7	639	7	641
Oceanographic Survey	7	1,664	7	1,690
Ocean Surveillance	5	1,394	5	1,196
Missile Range Instrumentation	2	526	2	493
Submarine Tender	1	0	2	49
Cable Laying/Repair	1	119	1	218
Navigation Test Support	1	163	1	142
Command Ships	1	86	1	95
Totals	25	4,591	26*	4,524

*Includes data for Oceanographic Survey ship USNS John McDonnell, which was deactivated in August 2010.

MSC Controlled Fleet: September 30, 2010

Government Owned - 143*
Privately Owned - 21
TOTAL - 164

Naval Fleet
Auxiliary
Force



42

- 15 Fleet Replenishment Oilers
- 10 Dry Cargo/Ammunition Ships
- 4 Fast Combat Support Ships
- 4 Fleet Ocean Tugs
- 4 Rescue and Salvage Ships
- 3 Ammunition Ships
- 2 Hospital Ships

Special
Mission



25

- 7 Submarine and Special Warfare Support Ships
- 6 Oceanographic Survey Ships
- 5 Ocean Surveillance Ships
- 2 Missile Range Instrumentation Ships
- 2 Submarine Tenders
- 1 Navigation Test Support Ship
- 1 Cable Laying/Repair Ship
- 1 Command Ship

Prepositioning



32*

- 16 Maritime Prepositioning Ships
 - 15 Government-owned
 - 1 Privately owned
- 8 Army Prepositioned Stocks Ships
 - 6 Government-owned
 - 2 Privately owned
- 8 Navy, Defense Logistics Agency, USAF Ships
 - 3 Government-owned*
 - 5 Privately owned

Sealift



19

- 5 Tankers
 - 3 Government-owned
 - 2 Privately owned
- 4 Dry Cargo Ships
- 10 Large, Medium-Speed, Roll-On/Roll-Off Ships

Ready
Reserve
Force



49*

Ships from the Maritime Administration's Ready Reserve Force come under MSC's operational control when activated and are counted in the Sealift Program.

- 27 Roll-On/Roll-Off Ships
- 8 Fast Sealift Ships
- 6 Crane Ships
- 2 Lighterage-Aboard Ships
- 2 Seabee Ships
- 2 Aviation Logistics Support Ships*
- 1 Break-Bulk Ship*
- 1 OPDS Tanker

* Two aviation logistics support ships and a break-bulk ship are counted in both the Prepositioning Program and the Ready Reserve Force.

0 10 20 30 40 50 60

APPENDIX: EXERCISES

Exercise	Host	MSC Participants	Location	Dates	Purpose
Baltic Operations	U.S. European Command/ NATO	USNS PFC Eugene A. Obregon, USS Mount Whitney, SEALOGEUR	Baltic Sea	Jun 10	Exercise maritime security operations with NATO and Partnership for Peace allies
Bright Star	U.S. Central Command	USNS Kanawha	Egypt	Oct 09	Exercise regional maritime security operations
Caya Green	U.S. 5th Fleet	USNS Patuxent	Arabian Gulf, Arabian Sea	Feb 10	Conduct multinational anti-submarine warfare training
Cooperation Afloat Readiness and Training	U.S. Pacific Command	USNS Salvor, USNS Safeguard, USNS Amelia Earhart	Indonesia, Philippines, Singapore	May-Jul 10	Exercise multinational cooperation/interoperability with dive familiarization training
Fast Charger	MSC	SEALOGPAC, Expeditionary Port Unit 114	Southern California	Apr-May 10	Train MSC Expeditionary Port Unit personnel
Flash Metal	NATO	USNS SGT William R. Button	The Maldives	Feb-Mar 10	Train Maldavian Defense Force and Coast Guard
Freedom Banner	III Marine Expeditionary Force	USNS MAJ Stephen W. Pless	Republic of Korea	Mar-Apr 10	Test ability to offload heavy combat equipment for a Marine Air-Ground Task Force
Frontier Sentinel	U.S. Coast Guard	USNS Apache, USNS Mendonca	Chesapeake Bay	May-Jun 10	Test maritime homeland defense
FRUKUS	NATO	USS Mount Whitney	Davenport, U.K.	Jul 10	Exercise multinational forces
Joint Logistics Over-the-Shore	U.S. Transportation Command	USNS Mendonca, SEALOGLANT, SEALOGEUR	U.S. East Coast	Jun 10	Exercise cargo distribution via JLOTS platforms
Joint Task Force-Port Opening Sea Port of Debarkation Mission Readiness Exercise	U.S. Transportation Command	MSCHQ, SEALOGPAC, EPU 109 and 110	Washington	Oct 09	Certify joint task force port-opening capabilities
Joint Warrior	U.S. European Command, NATO	USNS Leroy Grumman	Scotland	Mar-May 10	Train/exercise anti-air warfare capabilities
Key Resolve/Foal Eagle	U.S. Pacific Command	SEALOGPAC, SEALOGFE, MSCO Korea, EPU 102, Reserve Unit 102	Republic of Korea	Mar 10	Train/exercise crisis management capabilities and command post operations
Native Fury	U.S. Central Command	USNS SGT William R. Button, USNS GYSGT Fred W. Stockham	Bahrain	May 10	Exercise seabasing operations and theater security cooperation

APPENDIX: EXERCISES

Exercise	Host	MSC Participants	Location	Dates	Purpose
Pacific Horizon	I Marine Expeditionary Force	USNS PFC Dewayne T. Williams	Camp Pendleton, Calif.	Oct 09	Train and exercise JLOTS capabilities
Pacific Reach	Multinational Submarine Escape and Rescue Working Group	USNS Safeguard	Singapore	Aug 10	Train/exercise submarine escape and rescue capabilities
PANAMAX	U.S. Southern Command	USNS Grasp	Panama	Aug 10	Exercise operations in defense of Panama Canal
Phoenix Express	U.S. African Command	USNS Laramie, USNS LCPL Roy M. Wheat, SEALOGEUR	Western Mediterranean Sea	May 10	Exercise regional cooperation and maritime security operations
Prism Flame	NATO, U.S. European Command	USNS Sisler	Mediterranean Sea	Jul 10	Train/exercise explosive ordnance disposal
Rim of the Pacific	U.S. 3rd Fleet	USNS Bridge, USNS Guadalupe, USNS Yukon, USNS Navajo, USNS Sioux, SEALOGFE	Pacific Ocean	Jun-Aug 10	Exercise joint-bilateral mutual defense capabilities of 14 regional nations
Shared Accord	U.S. Africa Command, U.S. Marine Corps Forces Africa	MV Westward Venture, MV Advantage	Mozambique	Jul-Aug 10	Train/exercise small infantry units
Solid Curtain/Citadel Shield	U.S. Fleet Forces Command	MSC Shore Commands	Continental United States	Feb 10	Train/exercise anti-terrorism and force protection capabilities
Southeast Asia Cooperation Against Terrorism	U.S. Navy, U.S. Coast Guard	USNS Amelia Earhart, USNS Safeguard	South China Sea, Straits of Malacca	Jun 10	Train multinational partners in counterterrorism operations and visit, board, search and seizure tactics
Southern Seas	U.S. Southern Command	USNS Rainier	Pacific Ocean	Apr 10	Train multinational partners on interoperability
Turbo Containerized Ammunition Distribution System	U.S. European Command	MV American Tern, MV Sunergon, MV Condoek II	Norway, United Kingdom, Italy, the Netherlands	May-June 10	Exercise commercial carrier capabilities for movement of containerized ammunition
Ulchi Freedom Guardian	U.S. Pacific Command	SEALOGFE, SEALOGPAC	Republic of Korea	Aug 10	Exercise and evaluate crisis management and interoperability of U.S. and Republic of Korea forces
Valiant Shield	U.S. Pacific Command	USNS Able, USNS John Ericsson	Pacific Ocean	Aug 10	Exercise integrated joint training and interoperability of U.S. forces

Awards

During FY 2010, many MSC employees were recognized for their outstanding service to the Navy, DOD and the United States.

MSC Mariner Employee of the Year

USNS Kanawha Medical Services Officer Christopher Hudson

MSC Mariner Awards of Excellence

<i>USNS Wally Schirra</i>	2nd Assistant Engineer Larry Baker
<i>USNS Henry J. Kaiser</i>	2nd Assistant Engineer Duane Sims
	Deck Machinist Harold Schaum
	2nd Officer Airica Dryden
	Chief Steward Victorino Damasco
	Medical Services Officer Renato Pamintuan
<i>USNS Kiska</i>	Junior Engineer Victor Abad
	1st Officer Edward Santillam
<i>USNS Richard E. Byrd</i>	Boatswain David Floyd
<i>USNS Kanawha</i>	Boatswain Felix Garcia
<i>USNS Guadalupe</i>	Chief Steward Orlando Josafat
	Steward Utilityman Florencio Ebanculla
	Chief Radio Electronics Technician Colin Strong
<i>USNS Patuxent</i>	Yeoman Storekeeper Michael Wine
<i>USNS Sacagawea</i>	Communications Officer Jeffery Yohn

MSC Shipmate of the Year Awards

<i>USNS Kiska</i>	Junior Engineer Victor Abad
<i>USNS San Jose</i>	Chief Steward Ricardo Bautista
<i>USNS Henry J. Kaiser</i>	Radio Electronics Technician Robert Briggs
	Supply Utilityman Ric Castillo
<i>USNS Guadalupe</i>	Utilityman Nelson Collado
<i>USNS Patuxent</i>	Chief Cook Edwin Rodriguez
	Yeoman Storekeeper Michael Wine

MSFSC Distinguished Career Achievement Award

Medical Services Officer Alfonso Miciano

MSFSC Special Act/Special Service Award

<i>Master</i>	George McCarthy
<i>1st Officer</i>	Robert Baus
<i>Chief Engineer</i>	Benjamin Rowand
<i>1st Assistant Engineer</i>	James Russell

MSC Captain David M. Cook Food Service Excellence Award

<i>USNS Sacagawea</i>	Large ship, East Coast
<i>USNS Guadalupe</i>	Large ship, West Coast
<i>USNS Catawba</i>	Small ship

Navy Surgeon General Health Promotion and Wellness Award

<i>MSFSC</i>	Bronze Level
--------------	--------------

Capt. Arthur L. Johnson Award for Inspirational Leadership

<i>USNS Arctic</i>	1st Officer Victor Martino
--------------------	----------------------------

Able Seaman Oscar Chappell Award for Outstanding Maritime Stewardship

<i>USNS San Jose</i>	Chief Steward Ricardo Bautista
----------------------	--------------------------------

United Seamen's Service Admiral of the Ocean Sea

<i>USNS Comfort</i>	Mariners' Plaque
<i>USNS Mercy - Master and Crew</i>	Mariners' Plaque and Rosettes



MSC hospital ship USNS Mercy's Able Seaman Anthony Jones, left, and First Officer Matthew Bush, right, along with Second Officer Grant Begley and Boatswain's Mate Cromwell Rafol, responded to a rescue and assist situation when they took the lead in firefighting operations for MV Wetar, a small Indonesian passenger ferry in Indonesia in July. Photo by Grant Begley.



Continuing a proud tradition of service . . .



MSC Provides Relief to Haiti

In the immediate aftermath of the devastating earthquake that struck Haiti on Jan. 12, 2010, MSC put 21 ships in motion—all crewed by U.S. merchant mariners. MSC was a major player in the U.S. military's Operation Unified Response. U.S. Navy photos.

MSC delivers



www.msc.navy.mil