Cover:
USNS Cesar Chavez (T-AKE 14) prepares to pull alongside the submarine tender USS Frank Cable (AS 40) for an underway replenishment (UNREP) evolution. This was the first time Frank Cable has participated in an UNREP in 10 years and took 280,000 gallons of fuel onboard. U.S. Navy photo by Senior Chief Communication Specialist Jason Morris.

Back cover:
An MH-60S Sea Hawk helicopter assigned to Helicopter Sea Combat Squadron (HSC) 4 carries cargo from the MSC fast combat support ship USNS Rainer (T-AOE 7), to the amphibious assault ship USS Peleliu (LHA 5) during a vertical replenishment. U.S. Navy photo by Mass Communication Specialist 2nd Class Amanda R. Gray.
An MH-60S Sea Hawk helicopter performs a vertical replenishment with the MSC fleet replenishment oiler USNS Patuxent (T-AO 201) during a replenishment-at-sea with the multipurpose amphibious assault ship USS Bataan (LHD 5). U.S. Navy photo by Mass Communication Specialist 3rd Class Erik Foster.

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Dry Cargo Delivered in FY 2014

3.8 Million Square Feet

Foreign Flagged Charters
313,200 Sq. Ft.

Combat Logistics Force
1,543,779 Sq. Ft.

Government Owned
318,600 Sq. Ft.

U.S. Flagged Charters
1,625,400 Sq. Ft.

Fuel Delivered in FY 2014

48.2 Million Barrels

Combat Logistics Force
10,941,186 bbls

Long-Term U.S. Flag Charter/ Government-Owned
21,731,115 bbls

Foreign Flag Time/Voyage Charter
13,899,083 bbls

U.S. Flag Voyage Charter
1,637,308 bbls

Delivered by Navy ships at sea
Delivered to U.S. forces ashore
Fiscal year 2014 was a year to showcase new ships, new missions and new capabilities for Military Sealift Command. We helped our Marine Corps roll out their Expeditionary Force 21 concept and showed how MSC can make sea-basing a reality. Our joint high-speed vessel was chosen as a test platform for our Navy's new rail-gun prototype. USS Ponce, our interim afloat forward staging base, became the test vessel for our Navy's new laser weapon system prototype. Navy trust in MSC continues to grow.

Operations

We sustained our Navy's forward-deployed fleets around the globe in FY 2014, while continuing to deliver combat gear to U.S. ground forces in the Middle East and elsewhere. We delivered 3.8 million square feet of military cargo and more than 48 million barrels of fuel for ships, aircraft, ground vehicles and power generation.

FY 2014 saw continued use of chartered float-on/float-off heavy-lift missions as our MSC mariners delivered two Egyptian fast missile craft for our Foreign Military Sales program, and six mine countermeasure vessels and two patrol craft for our Navy.

MSC chartered ice-strengthened ships delivered the vast majority of the food, fuel and spare parts in extreme conditions during the annual resupply missions to the National Science Foundation's McMurdo Station in Antarctica and the radar site at Thule Air Base, Greenland.

New ships

USNS Howard O. Lorenzen, the missile range instrumentation ship replacing the venerable USNS Observation Island, reached full mission capability, allowing Observation Island to retire after 60 years of faithful service to our Navy and our nation.

USNS Millinocket and USNS Fall River, the third and fourth of 11 joint high-speed vessels, were delivered to MSC and began post-delivery workups. Meanwhile, USNS Spearhead, the first JHSV, continued operations in U.S. Southern Command's area of responsibility, while USNS Millinocket was chosen as a test platform to display our Navy’s new rail gun.

Finally, USNS John Glenn, our Navy's second mobile landing platform, entered our MSC fleet, doubling our sea-basing capabilities. Next year, the afloat forward staging base variant of the mobile landing platform will deliver to MSC in the form of USNS Lewis B. Puller.

Humanitarian efforts

When Super Typhoon Haiyan devastated the Philippines in January, MSC ships played a large role in disaster relief efforts. Dry cargo/ammunition ships USNS Richard E. Byrd, USNS Cesar Chavez, USNS Charles Drew and USNS Matthew Perry; fleet replenishment oilers USNS Walter S. Diehl and USNS Yukon; oceanographic survey ship USNS Bowditch; rescue and salvage ship USNS Safeguard; submarine tender USS Emory S. Land; fast combat support ship USNS Rainier and high-speed vessel Westpac Express provided humanitarian assistance with fresh water, food and other services.

Dry cargo/ammunition ship USNS Cesar Chavez, fleet replenishment oilers USNS John Ericsson and USNS Tippecanoe, and rescue and salvage ship USNS Safeguard took part in the search for missing Malaysian Airlines flight 370 in March.

In November, USNS Richard E. Byrd was awarded the Admiral of the Ocean Sea Mariner's Plaque by United Seamen's Service for outstanding and compassionate seamanship. Byrd's crew rescued nine Yemini mariners when their cargo ship sank in the Gulf of Oman in July.

Mission-focused

Despite uncertain budgets, sequestration and furloughs, our MSC workforce has consistently delivered for our customers around the globe. Because of our people, MSC remains strong and focused – the premiere provider of seaborne logistics for our nation and our Navy. I couldn't be more proud of our amazing MSC team.
Civil service mariners aboard joint, high-speed vessel USNS Spearhead (JHSV 1), spray water on deck during a fire drill. Spearhead, during her maiden deployment, supported theater security cooperation efforts and the international collaborative capacity-building program, Africa Partnership Station, in the U.S. 6th Fleet area of operations. U.S. Navy photo by Mass Communication Specialist Seaman Justin R. DiNiro.
Military Sealift Command is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense – operating approximately 110 ships daily around the globe. The MSC commander is located in Norfolk, Virginia, as of November 2014. MSC reports through three distinct and separate chains of command:

- To U.S. Fleet Forces Command for Navy-unique matters. USFF organizes, maintains, crews and equips all U.S. Naval forces for the Chief of Naval Operations and combatant commanders worldwide;
- To U.S. Transportation Command for defense transportation matters. USTRANSCOM provides coordination of all air, land and sea transportation for the DOD; and
- To the Assistant Secretary of the Navy (Research, Development and Acquisition) for procurement policy and oversight matters. ASN (RDA) provides weapons, systems and platforms for the Navy and Marine Corps.

**Programs**

MSC had five ship management programs in FY 2014:

- Combat Logistics Force
- Special Mission
- Prepositioning
- Service Support
- Sealift

*See program sections for details of the programs and their assigned ships*

**Directorates**

MSC’s functional directorates provide specialized support services to ship management programs and the MSC commander, and career management support to assigned personnel worldwide:

- Total Force Management (N1)
- Operations and Plans (N3/5)
- Logistics (N4)
- Command, Control, Communications and Computer Systems (N6)
- Engineering (N7)
- Comptroller (N8)
- Strategic Planning (N9)
- Contracts and Business Management (N10)
- Strategic Sealift and Prepositioning Detachment – Scott AFB, Illinois.
MSC Area Commands

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

- Military Sealift Command Atlantic – Norfolk
- Military Sealift Command Pacific – San Diego
- Military Sealift Command Europe and Africa – Naples, Italy
- Military Sealift Command Central – Manama, Bahrain
- Military Sealift Command Far East – Singapore

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

MSC Ship Support Units

Ship maintenance and support functions are integrated into six MSC ship support units that operate under the MSC area commands in the following locations:

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

MSC Reserve Units

In FY 2014, 44 Navy Reserve units supported MSC operations around the globe.

- Expeditionary Port Units – 17
- Cargo Afloat Rig Teams – 11
- Area Command Headquarters Units – 8
- Strategic Sealift Units – 4
- Logistics Force Units – 3
- Scott Air Force Base MSC Detachment Support Unit – 1
MSC Programs
MSC had five ship programs in FY 2014. Program management brings together managers, technicians and specialists in a variety of fields to support each program.

- Combat Logistics Force
- Special Mission
- Prepositioning
- Service Support
- Sealift

Combat Logistics Force (CLF) ships were ready-for-tasking an average of 270 days during FY 2014. CLF ships provided logistics support to deployed U.S. Navy combatants and coalition force ships: fuel, ordnance, food, repair/spare parts and other stores. CLF ships enabled combatants to remain on station and continue their primary mission, without having to resupply at a port. They are particularly important when combatants are unable to receive supplies from local ports in theater because force protection measures do not permit it. All CLF ships are government-owned and are operated by U.S. government civil service mariners (CIVMARs). CLF ships also provided vital life-sustaining supplies and medical treatment for humanitarian assistance and disaster relief operations.

During FY 2014, CLF ships pumped more than 14.5 million barrels of ship propulsion and aviation fuels and delivered more than 150,000 pallets of cargo, ammunition and stores. All three classes of CLF ships are capable of handling rotary-wing aircraft operations.

**Fleet Replenishment Oilers (T-AO)**

In FY 2014, MSC operated 15 fleet replenishment oilers. Seven Atlantic Ocean-based ships conducted operations in support of Commander, Task Force 20 and U.S. 4th Fleet in the Mediterranean Sea and Arabian Gulf. Eight Pacific Ocean-based ships supported surface units throughout the U.S. 3rd, 5th and 7th fleets and participated in several large naval exercises.

MSC fleet replenishment oilers provided a variety of fuels for ship propulsion, aircraft operations and power generation. Three of the newest fleet oilers are retrofitted with double hulls designed to meet Oil Protection Act of 1990 requirements: USNS Patuxent, USNS Laramie and USNS Rappahannock.

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**Boatswain’s Mate 3rd Class Marsell James assigned to the guided-missile cruiser USS Monterey (CG 61) gives signals to MSC fleet replenishment olier USNS Leroy Grumman (T-AO 195) during a replenishment-at-sea. U.S. Navy photo by Mass Communication Specialist 2nd Class Billy Ho.**
Dry Cargo/Ammunition Ships (T-AKE)

These multi-product ships increased MSC’s capability to provide food, fuel, spare parts and potable water to U.S. Navy and allied surface ships. During FY 2014, 11 of these ships were fully operational within CLF – three Atlantic-based ships and eight Pacific-based ships.

The T-AKEs were designed specifically to replace MSC’s aging combat stores ships and ammunition ships.

Fast Combat Support Ships (T-AKE)

Throughout the year, three fast combat support ships kept Navy surface fleets supplied and combat-ready worldwide by providing parts, supplies and fuel at sea. USNS 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 Persian Gulf. USNS Rainier worked with U.S. 3rd, 4th and 7th fleets in the Pacific Ocean, while USNS Arctic supported CTF 80 in the Atlantic Ocean.

The fourth T-AOE, USNS Bridge (T-AOE 10), was in reduced operating status (ROS) for the entire year.

Commercial Helicopter Program

Four commercial helicopter detachments under contract to MSC provided vertical replenishment services for Navy operations in the Mediterranean Sea, the Persian Gulf, the Indian Ocean and the Western Pacific Ocean, embarked primarily aboard MSC dry cargo/ammunition ships.
MSC’s afloat Atlantic detachment deployed aboard USNS Robert E. Peary and delivered dry cargo and fresh food to fleet assets in the U.S. 5th and 6th fleet and Norfolk areas of operations. Returning from Operation Unified Protector off the coast of Libya, the detachment also supported Exercise Bold Alligator, transporting personnel and emergent high priority parts to MSC’s interim afloat forward staging base USS Ponce during its initial underway training with MSC mariners. See the Operations and Exercises sections in the Appendix for more information on MSC participation. Shore-based Atlantic detachment Alpha also successfully completed dynamic interface testing on board aircraft carrier USS George H.W. Bush and fast combat support ship USNS Rainier, adding two ship classes to the aircraft’s operational capabilities during replenishment at sea (RAS) events.

The three Pacific detachments were forward deployed to Guam and provided vertical replenishment services to U.S. 5th and 7th fleet ships from MSC’s forward-deployed dry cargo/ammunition ships. Guam-based detachment Alpha embarked on USNS Carl Brashear for U.S. Pacific Fleet and U.S. Central Command operations. Detachment Bravo was deployed aboard USNS Richard E. Byrd and supported Cooperation Afloat Readiness and Training 2014 and Pacific Partnership 2014. Detachment Charlie alternated deployments aboard USNS Alan Shepard and USNS Washington Chambers supporting U.S. 7th Fleet.

**Ammunition Ships (T-AKE)**

MSC’s last active ammunition ship, USNS Flint, supported U.S. 5th and 7th fleets until deactivation on November 8, 2013.
The Special Mission Program operated a variety of seagoing platforms in FY 2014 to support U.S. government agencies, including: U.S. Fleet Forces Command; U.S. Pacific Fleet; the Oceanographer of the Navy; Commander, Submarine Force; Commander, Undersea Surveillance; the U.S. Air Force; Naval Sea Systems Command; Navy’s Strategic Systems Programs Office; and Naval Special Warfare Command.

These ships were operated by civilian mariners employed by companies under contract to MSC. Agency-provided mission support detachments, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks. The program also provided contract management support for Navy Installations Command requirements for chartered harbor tugs.

**Submarine and Special Warfare Support Ships**

MSC operated nine chartered ships in support of the Navy’s submarine and special warfare requirements. MV HOS Westwind, MV HOS Black Powder, MV HOS Eagle View and MV HOS Arrowhead provided escort support services for the Navy’s submarine force. MV HOS Dominator provided submarine rescue support. MV Malama provided open-ocean passenger transfer service to U.S. Pacific Fleet submarines. MV Dolores Chouest, MV C-Commando and MV C-Champion supported Naval Special Warfare Command requirements.

**Oceanographic Survey Ships**

MSC’s six oceanographic survey ships used precise, multi-beam, wide-angle, hydrographic sonar systems to collect water-depth measurements and other related data. The information was used to produce accurate charts and other products for Navy warfighters. In addition to survey work, USNS Sumner and USNS Pathfinder, with their naval mobile instrumentation system, provided down-range missile tracking for the Navy’s Strategic Systems Program Office.

USNS Sumner was deactivated during 2014 and will be replaced by USNS Maury, which is scheduled for delivery in 2015.
Ocean Surveillance Ships
In the Western Pacific, five ocean surveillance ships – USNS Effective, USNS Loyal, USNS Impeccable, USNS Victorious and USNS Able – continued to provide direct support to U.S. 7th Fleet ships by listening for undersea threats. In addition, Impeccable, Able, Effective and Victorious supported the fleet with low-frequency active sonar systems and passive arrays.

Missile Range Instrumentation Ships
Missile range instrumentation ship USNS Observation Island and her replacement, USNS Howard O. Lorenzen, in the Western Pacific and USNS Invincible in the Indian Ocean and Arabian Sea supported the U.S. Air Force as seaborne platforms for radar systems that collected data on theater ballistic missiles launched by various countries, as well as domestic test flights of other missiles. USNS Observation Island was deactivated this year when USNS Howard O. Lorenzen was declared mission capable.
Navigation Test Support Ship

Navigation test support ship USNS Waters continued operations in both the Atlantic and Pacific oceans, supporting weapons and navigation systems testing for the Navy’s Strategic Systems Program Office.

Sea-Based X-Band Radar

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

Harbor Tug Services

The Special Mission Program continued to manage the Navy’s harbor tug contracts worldwide. MSC administered contracts that provided on-call civilian harbor tugs in 10 ports and time-charter tugs in seven ports.
Prepositioning Ships – 26
(as of Sept. 30, 2014)

Maritime Prepositioning Force Ships – 11
Squadron Two
USNS Montford Point (MLP-1)*
USNS Seay (T-AKR 302)
USNS Sisler (T-AKR 311)
USNS 1ST LT Baldomero Lopez (T-AK 3010)
USNS SGT William R. Button (T-AK 3012)
USNS GYSGT Fred W. Stockham (T-AK 3017)
Squadron Three
USNS Pililaau (T-AKR 304)
USNS Dahl (T-AKR 312)
USNS 2ND LT John P. Bobo (T-AK 3008)
USNS PFC Dewayne T. Williams (T-AK 3009)
USNS 1ST LT Jack Lummus (T-AK 3011)

Army Prepositioned Stocks-3 Ships – 8
LMSRs
USNS Watson (T-AKR 310)
USNS Red Cloud (T-AKR 313)
USNS Charlton (T-AKR 314)
USNS Watkins (T-AKR 315)
USNS Pomeroy (T-AKR 316)
USNS Soderman (T-AKR 317)

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

Navy, Defense Logistics Agency and Air Force and Marine Corps Ships – 7
Defense Logistics Agency (OPDS)
USNS VADM K.R. Wheeler (T-AG 5001)
U.S. Air Force (Container Ships)
MV CAPT Steven L. Bennett (T-AK 4296)
MV MAJ Bernard F. Fisher (T-AK 4396)
Aviation Logistics Support Ships
SS Wright (T-AV 3)**
SS Curtiss (T-AV 4)**

Prepositioning T-AKes
USNS Lewis and Clark (T-AKE 1)
USNS Sacagawea (T-AKE 2)

*Initial operational capability in 2015
**Reduced operating status

By the end of FY 2014, MSC operated a fleet of 26 prepositioning ships from strategic bases worldwide, loaded with some of the earliest-arriving combat and sustainment supplies and equipment supporting the full range of wartime and peacetime operations, from major combat operations to humanitarian assistance. Most of the ships were assigned to squadrons forward-based in the Indian and Western Pacific oceans. Two aviation logistics support ships were maintained in reduced operating status on the U.S. East and West coasts.

Prepositioning ships support three broad mission areas:
- Maritime Prepositioning Force
- Army Prepositioned Stocks-3
- Navy, Defense Logistics Agency, Air Force and Marine Corps

Maritime Prepositioning Force
In FY 2014, MPF ships comprised two squadrons, both commanded by Navy captains, and both carrying a diverse range of U.S. Navy and Marine Corps equipment to support a Marine Air-Ground Task Force. The ships’ aviation decks, watercraft, hose systems and other distinct outfittings gave them unique capabilities to deliver outsized rolling stock, ammunition, supplies, bulk fuel and water—whether pierside, in-stream, ship-to-ship or by air. Introduction of dry cargo/ammunition ships; large, medium-speed, roll-on/roll-off (LMSR) ships; and mobile landing platform (MLP) vessels to the MPF squadrons provided combatant commanders new seabasing-enabled capabilities for selective discharge and replenishment operations.
In September 2014, mobile landing platform USNS Montford Point underwent operational testing and evaluation. Meanwhile, the second MLP, USNS John Glenn, was in Vigor Shipyard in Portland, Oregon, undergoing structural modification. MLPs were designed to off-load oversized tracked and rolling vehicles from alongside an LMSR. The MLP’s open mission deck (listed to the water’s edge) also makes the ship interoperable with hovercraft and other watercraft to resupply expeditionary forces ashore from over the horizon. Once their mission decks are removed, MLPs can serve as semi-submersible platforms, providing additional salvage and cargo movement capability.

**Above:** Ship’s sponsor Lyn Glenn breaks a bottle of champagne on the hull of the ship to bear her father’s name, Mobile Landing Platform (MLP 2) John Glenn, and in doing so officially christens the ship. U.S. Navy photo by Chief Mass Communication Specialist Peter D. Lawlor.

**Chief of Naval Operations (CNO) Adm. Jonathan Greenert talks with former U.S. Senator, astronaut and Marine Corps pilot John Glenn as they arrive at the christening ceremony of Mobile Landing Platform (MLP 2) John Glenn. U.S. Navy photo by Chief Mass Communication Specialist Peter D. Lawlor.**
Army Prepositioned Stocks-3

Six Watson-class LMSRs and two container ships supported the Army Prepositioning Stocks-3 program in FY 2014. USNS Pomeroy and USNS Watkins, both carrying sustainment supplies and normally sited at Diego Garcia, returned to the United States for cargo maintenance and regulatory dry-dockings. Pomeroy re-loaded and returned to Diego Garcia, while Watkins was scheduled to do so in December 2014. USNS Watson, also sited at Diego Garcia, returned to the United States for cargo maintenance in September 2014 and was scheduled to be placed in ROS. USNS Charlton, USNS Soderman and USNS Red Cloud were sited in the Western Pacific. Container ships MV SSG Edward A. Carter Jr. and MV LTC John U.D. Page were sited at Diego Garcia. MV Carter made a trip back to the United States for cargo maintenance in February 2014 and returned to Diego Garcia upon completion.

Navy, Defense Logistics Agency and Air Force and Marine Corps

The final component of MSC’s Prepositioning Program is made up of ships that support the Navy, Defense Logistics Agency, Air Force and Marine Corps.

Two container ships, MV MAJ Bernard F. Fisher and MV TSGT John A. Chapman, started out the year supporting U.S. Air Force munitions requirements. Chapman returned to the United States in May 2014 and was returned to the vessel owner/operator. A replacement to that container vessel was scheduled to backload that cargo in November.

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

USNS VADM K.R. Wheeler, an offshore petroleum distribution system ship, continued service in the Western Pacific in FY 2014. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel to beach distribution facilities from up to eight miles offshore.

In April, USNS Sacagawea, one of two dry cargo/ammunition vessels assigned to NDAFMC, participated in Exercise Ssang Yong in Okinawa, Japan, and in June through August, Lewis and Clark participated in exercises CARAT in the Western Pacific and Coconut Grove in the Maldives. These were joint, bilateral exercises conducted with the local national defense forces. Sacagawea began its second USMC-sponsored exercise, PHIBLEX/SAPPER, in September. These exercises demonstrated proof of concept for the ships’ capability to perform theater security assistance and other missions. During the exercises, lessons learned were compiled by on-site representatives from the Marine Corps Warfighting Laboratory and other activities.
MSC’s 15 Service Support ships provided the Navy with towing, rescue and salvage, submarine support and cable-laying/repair services, as well as a command and control platform and floating medical facilities in FY 2014. All Service Support ships are government-owned and are operated by CIVMARs. Submarine tenders, the command ship and the interim afloat forward staging base have combined crews of CIVMARs and uniformed Navy personnel, all working under the leadership of a U.S. Navy captain. CIVMARs perform navigation, deck, engineering, laundry and galley services, while military personnel aboard support communications, weapons systems and security.

**Fleet Ocean Tugs**

Fleet ocean tugs USNS Apache, USNS Navajo and USNS Sioux provided towing, salvage, training, submarine sea trials, submarine rescue, and diving and recompression-system support in the Atlantic and Pacific oceans. USNS Apache provided most of the submarine rescue training support in the Atlantic as the only MSC vessel equipped to respond to the submarine fleet’s needs. USNS Navajo and USNS Sioux provided towing services for the fleet’s live-fire surface missile testing, tow support for Marine Corps aviation, and mission support for general salvage and recovery operations, including mobile diving and salvage unit and explosive ordnance disposal training. USNS Navajo provided direct salvage support for an F-16 aircraft recovery. USNS Apache and USNS Sioux provided towing services for the nuclear powered submarine, Ex-USS Memphis, from Portsmouth, New Hampshire, to Bremerton, Washington, via the Panama Canal. Apache also supported visit, board, search and seizure SEAL team training during tows of the MV Del Monte and dive training in the Patuxent River.

USNS Catawba provided U.S. 5th Fleet an on-call emergency towing asset and provided salvage support for an AV-8B aircraft recovery. USNS Catawba also supported multiple mine countermeasure and dive training events, including autonomous underwater vehicle mission support and mobile diving and salvage unit surface-supplied diving training support, and large oil-spill containment and recovery training.
Rescue and Salvage Ships

MSC’s rescue and salvage ships, with embarked Navy dive teams, performed their primary functions and provided additional towing capability for the Navy. USNS Grasp and USNS Grapple deployed for U.S. 6th Fleet operations and Africa Partnership Station 2014, enabling embarked personnel to share knowledge and training with allied navies in the region. USNS Safeguard continued her support to U.S. 7th Fleet as the only salvage vessel permanently deployed to the region, performing at an 80 percent operating tempo.

MSC’s rescue and salvage ships supported mine recoveries, ship-sink exercises, dive-and-salvage training and towing operations. Safeguard participated in Exercise Cooperation Afloat Readiness and Training 2014, part of regularly scheduled military training exercises with several Southeast Asian nations, building cooperation during salvage training with Vietnam, Cambodia, Philippines, Thailand, Korea and a host of Far East Asia nations. Salvor supported Joint Pacific Operations near Papua, New Guinea. Salvor and Safeguard provided support for the salvage and ship-breaking effort of the EX-USS Guardian near the Philippines. Salvor also supported diving operations on the capsized Korean ferry boat and Naval Historical Society dives on the USS Houston and USS Pompano, both vessels sunk as a result of combat action during World War II in the South Pacific. Grasp performed an emergent salvage of an MH-53E and her crew lost off Cape Henry. Of note, USS Salvor participated in NASA’s next endeavor in space, supporting recovery training of the spaceship Orion. Grapple worked JPAC mission working the recovery of remains of World War II aviators lost due a sea plane accident in the St Lawrence Seaway. Grapple also support mine countermeasures work using marine mammals to locate exercise mines. A number of sea lions were transported from San Diego, California to Norfolk, Virginia, where they were deployed. Grasp supported Mobile Diving and Salvage Unit (surface-supplied HeO2) dive training off Key West, Florida.

For more details on these and other exercises and operations, see the Exercise and Operations tables in the Appendix.
Hospital Ships

USNS Mercy remained in a ROS-5 status moored in San Diego and prepared for a FY 2015 Pacific Partnership deployment. USNS Comfort remained in a ROS-5 status moored at Naval Station Norfolk, Virginia and prepared for on FY 2015 Continuing Promise deployment. Both ships conducted in-port training exercises in support of their respective Medical Treatment Facilities.

Submarine Tenders

The two Navy submarine tenders operated by MSC provided sustained, forward-based support to assigned submarines while at anchor or pierside. USS Emory S. Land and USS Frank Cable provided forward-area repair and service facilities for Commander, Submarine Forces Pacific. The ships operated with combined crews of CIVMARs, who performed navigation, deck, engineering, communications, supply, galley and laundry duties, and active-duty Sailors, who focused on providing submarine maintenance and repair capabilities. The crews on both ships were under the leadership of Navy captains.
Cable Laying/Repair Ship

USNS Zeus, the Navy’s only cable-laying/repair ship, performed missions in the Atlantic ocean in 2014. Built specifically for the Navy, Zeus can lay up to 1,000 miles of cable in depths up to 9,000 feet during a single deployment before having to restock its cable supply.

Command Ship

USS Mount Whitney functioned as a joint task force command ship, serving as a command, control, communications, computer and intelligence platform for embarked commanders from NATO, naval components and numbered fleets. In 2014, the ship participated in U.S. and NATO exercises and good-will port visits in Europe. Like the submarine tenders, Mount Whitney operated with a combined crew of CIVMARs and uniformed military personnel under the leadership of a Navy captain.

Afloat Forward Staging Base (Interim)

USS Ponce functioned as an interim afloat forward staging base supporting mine countermeasure operations, patrol coastal operations and other missions as directed. Ponce is currently testing the Navy’s first deployed laser weapons system. Ponce was transformed from an amphibious warship to an afloat forward staging base (interim) in early 2012. The transformation included the conversion from a solely military-crewed warship to a combined-crew vessel with CIVMARs providing navigation, deck, engineering, laundry and galley services. Ponce was converted to serve as an interim solution to U.S. Central Command’s request for a permanently forward-deployed sea base.

Chief Machinist’s Mate Jonathan Sarmiento inspects a rifle prior to a low-light weapons qualification course while underway aboard the amphibious command ship USS Mount Whitney (LCC 20). U.S. Navy photo by Mass Communication Specialist 1st Class Collin Turner.
MSC’s Sealift Program delivers the combat and other military cargo needed by U.S. warfighters around the globe wherever and whenever required. In FY 2014, the program supported Operation Enduring Freedom, military exercises and other day-to-day missions for DOD with nine surge LMSRs, five surge roll-on/roll-off/container ships, five tankers, three dry cargo ships and six high-speed vessels.

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

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

**Tanker Project Office**

During FY 2014, 46 Tanker Project Office ships lifted 37.1 million barrels (1.55 billion gallons) of DOD petroleum products over 203 voyages for the Defense Logistics Agency- Energy. The primary carriers were four long-term chartered U.S.-flagged tankers – MV Empire State, MV Evergreen State, MV Maersk Peary, and the MV SLNC Pax – and one government-owned tanker, USNS Lawrence Gianella. These were supplemented by numerous short-term voyage and time-chartered commercial tankers.

Nearly 23.6 million barrels, or 62.9 percent of the cargo, was carried on U.S.-flagged tankers. Additionally, when not assigned to Defense Logistics Agency-Energy point-to-point missions, MV Maersk Peary – the only long-term chartered tanker with an ice-strengthened hull – delivered 149,000 barrels of fuel to the National Science Foundation station at McMurdo Sound, Antarctica, as part of the annual resupply mission known as Operation Deep Freeze.
Joint High-Speed Vessels

Joint high-speed vessels are designed for rapid, intra-theater transport of troops and military equipment. Each JHSV has a reconfigurable 20,000-square-foot mission bay area that can quickly adapt to support a number of different missions - from carrying containerized portable hospitals to supporting disaster relief to transporting tanks and troops. Each JHSV is capable of transporting approximately 600 tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots and is designed to operate in austere ports and waterways, providing added flexibility to U.S. warfighters worldwide. These vessels are crewed by CIVMARs while military mission personnel embark as required by mission sponsors. By the end of FY14 four of the planned 11 JHSVs had been delivered to MSC.

USNS Spearhead, the first in its class, conducted its maiden operational deployment to Europe and Africa and finished the year in support of U.S. Southern Command. USNS Choctaw County continued post-delivery workups. The third and fourth JHSVs, USNS Millinocket and USNS Fall River, were delivered to MSC and undergoing shakedown and test periods prior to initial deployments. The names of the following six JHSVs were announced by Secretary of the Navy Ray Mabus: USNS Trenton, USNS Brunswick, USNS Carson City, USNS Yuma, USNS Bismarck and USNS Burlington. The name for the last JHSV has yet to be announced.
Large, Medium-Speed, Roll-On/Roll-Off Ships

Nine surge LMSRs were maintained in ROS, able to sail within five days of receiving an activation order. The ships were berthed at strategic ports on the U.S. East, West and Gulf coasts in accordance with U.S. Transportation Command siting requirements. Surge LMSRs were specifically designed to meet warfighter transportation requirements and built to transport heavy, armored or outsized unit equipment such as tanks; mine-resistant, ambush-protected vehicles known as MRAPs; up-armored Humvees; and helicopters.

All nine surge LMSRs were activated in FY 2014 to test the vessels’ abilities to activate within five days. Two LMSR activations supported Navy exercises. USNS Bob Hope supported training with Naval Beach Group ONE and interface testing with mobile landing platform USNS Montford Point. USNS Mendonca supported JLOTS 2014 in Anchorage, Alaska, and was the first LMSR to operate in a cold water environment. USNS Gordon and USNS Gilliland completed pier side training evolutions with Navy cargo handling battalions.

Roll-On/Roll-Off Container Ships

Five surge roll-on.roll-off container ships were maintained in ROS at layberths on the U.S. East Coast, able to sail within five days of receiving an activation order. During FY 2014, turbo activations were completed on all five to test the vessels’ abilities to activate within five days.

High-Speed Transports

Design work for future modifications to the first of two high-speed transports, USNS Guam, began in FY 2014, with work scheduled to begin in FY 2015. Guam was acquired to support Marine Corps requirements in the Western Pacific. The second transport, USNS Puerto Rico, remained in ROS in FY 2014.
High-Speed Vessel

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

Ready Reserve Force Ships

RRF ships are maintained and crewed by ship management companies under contract to the U.S. Department of Transportation’s Maritime Administration. When activated, RRF ships come under MSC’s operational control. There were two activations of RRF ships in FY 2014. MV Cape Ray was activated to support destruction of Syrian chemical weapon components in the Mediterranean, and MV Cape Race was activated to support a cargo mission for U.S. Central Command.

Ready Reserve Force - 46*
(as of Sept. 30, 2014)

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

*Two aviation logistics support ships are also counted in the Prepositioning Program.
MSC Subordinate Commands

- Military Sealift Command Atlantic
- Military Sealift Command Pacific
- Military Sealift Command Europe and Africa
- Military Sealift Command Central
- Military Sealift Command Far East

Civil service mariner Ron McCann, supply officer assigned aboard fleet replenishment oiler USNS Walter S. Diehl (T-AO 193) inspects cargo containing humanitarian supplies on the ship’s flight deck while pier side at Sembawang Wharves in Singapore in support of Operation Damayan. U.S. Navy photo by Edward Baxter.
SUBORDINATE COMMANDS

Military Sealift Command Atlantic – Norfolk

SCLANT executes tactical or administrative control for all MSC ships in the Western Atlantic Ocean and Gulf of Mexico and in both the Southern Atlantic and Eastern Pacific oceans surrounding Central and South America. MSCLANT schedules and provides all combat logistics support for Commanders, Task Force 80 and 40. Additionally, MSCLANT/CTF 83 deploys CLF support to U.S. 5th and 6th fleets, and provides direct support for all carrier strike groups deploying from CTF 80.

During FY 2014, MSCLANT maintained daily oversight of approximately 35 ships that loaded and discharged more than 1.4 million square feet of military equipment and cargo, nearly 202 million gallons of petroleum products and 18.6 million tons net explosive weight of strategic ordnance. MSCLANT supported nine deployments, 14 major fleet exercises, four major fleet ordnance moves, four tows and one Joint POW/MIA Accounting Command mission.

Anti-Terrorism/Force Protection personnel conducted 29 spot checks on board MSC ships from New England to the Gulf of Mexico. The team also developed a comprehensive AT plan for the heavy lift of two U.S. Navy patrol craft from Naval Station Norfolk to the U.S. 5th Fleet area of operation. The AT/FP staff coordinated 12 high-threat/chokepoint transits of the Panama Canal and helped streamline MSC tankers assessments, saving $172,000 each by reducing them from three days to one.

MSC NR Expeditionary Port Units 109 and 110 provided direct support to operations, the Jacksonville port office and the command chaplain. Strategic Sealift Officers contributed 1,089 days of support to MSCLANT and subordinate assets.
Operations

November 2013: MSC EPU 109 and 110 successfully completed Exercise Deliver Sustainment at Military Ocean Terminal Sunny Point, North Carolina, as part of a U.S. Transportation Command verification event. The units helped assess port condition, managed vessel discharge operations and demonstrated in-transit visibility of cargo. During the exercise, more than 700 containers were off-loaded from chartered ship MV BBC Seattle.
- **December:** Fleet replenishment oiler USNS Patuxent returned to Norfolk, Virginia, after a deployment serving U.S. Navy combatants in the U.S. 5th and U.S. 6th fleet areas of responsibility. While deployed, Patuxent steamed nearly 37,000 nautical miles, delivered almost 10 million gallons of fuel and approximately 2,000 pallets of supplies to forward deployedaval forces. At the same time, fleet replenishment oiler USNS John Lenthall and fleet ocean tug USNS Apache supported the USS Bataan Amphibious Ready Group-Marine Expeditionary Unit.

- **March 2014:** USNS Apache towed the ex-Nicholas and the ex-Bradley from Norfolk, Virginia, and Mayport, Florida, respectively to Philadelphia, Pennsylvania. USNS Grapple towed the ex-Observation Island from her deactivation shipyard in Mobile, Alabama, to Beaumont, Texas, for turnover to the Maritime Administration. USNS Millinocket, the third joint high-speed vessel, was officially delivered to MSC March 21.

- **April:** USNS Arctic returned to Norfolk April 18 after a nine-month deployment in the European Command, Africa Command and Central Command areas of operation. Primarily assigned to the Harry S. Truman Carrier Striker Group, the Arctic provided underway replenishment services to 175 ships, including allied naval ships HMS Illustrious and FS Charles De Gaulle. This was the first time Charles De Gaulle received cargo from a non-French ship.

- **May:** USNS Apache successfully towed the ex-Memphis from Portsmouth Naval Shipyard through the Panama Canal. Sister ship, USNS Sioux, completed the tow from the canal to Puget Sound Naval Shipyard.

- **June:** MSC-chartered MV Super Servant 4 loaded two patrol craft in Norfolk for transit to Bahrain.

- **July:** MSCLANT charted MV Ocean Giant, a multi-use container and break-bulk ship, to load 4.1 million pounds of dry cargo in Norfolk, and tanker MT Arctic Bay to load 200,000 barrels of jet fuel at Algeciras, Spain, for Operation Pacer Goose. This annual resupply mission delivered supplies to sustain Thule Air Base in Greenland, the DOD’s northernmost deep water port for one year. USNS Medgar Evers delivered nearly 450,000 gallons of fuel as part of Task Group Exercise Halifax, Canada, July 29-30. This was a U.S. and Canadian exercise designed to train independent deploying ships in various mission areas including air defense, anti-submarine warfare, surface warfare and maritime interdiction operations.

- **September:** USNS Fall River, the fourth joint high-speed vessel, was officially delivered to MSC September 15. Fleet replenishment oilers USNS Kanawha and USNS William McLean, and rescue and salvage ship USNS Grasp were assigned to USS Iwo Jima Afloat Ready Group Marine Expeditionary Unit Exercises September 3-25. Kanawha performed more than 80 underway replenishments and transferred more than 11.5 million gallons of fuel and 35 pallets of cargo and supplies in support of the ARG MEU-EX and other fleet exercises. For USS Theodore’s Group Sail, USNS William McLean acted as the high-value unit during the Anti-Submarine Warfare Exercise as well as executing 18 underway replenishments with 10 different warships, transferring 208 pallets of critical stores and supplies and delivering more than 2.9 million gallons of fuel.
SCPAC exercises operational control over MSC ships in the U.S. 3rd Fleet’s area of operations in the Eastern Pacific. During FY 2014, MSCPAC ships delivered fuel, food, supplies and ammunition to U.S. Navy combatants and transported vital military cargo to U.S. and allied nations worldwide.

Operations

**November 2013:** Hospital ship USNS Mercy was activated November 13 to support disaster relief efforts in the Philippines in the wake of Super Typhoon Haiyan. MSCPAC’s CLF Logistics Officer team processed a total of 70 waterfront orders, assigning 2,570 transfer actions of Medical Treatment Facility materials to 42 operational units. While the ship remained in a state of readiness through November awaiting deployment orders, U.S. Representative Susan Davis (D-CA) toured the ship and spoke with the crew.

**December:** USNS Mercy returned to 5-day ROS following the decision to not deploy for Super Typhoon Haiyan recovery operations. The ship’s material inventory was redistributed to other Navy units prior to Mercy’s departure for shipyard maintenance January 2.

**January 2014:** Operation Deep Freeze 2014 supply mission offloads began January 26 when MSC chartered tanker MV Maersk Perry arrived at the McMurdo Station, Antarctica, ice pier. The ship delivered nearly 3.5 million gallons of diesel fuel, jet fuel and gasoline. A second MSC chartered ship, MV Maersk Illinois, departed Port Hueneme, California, on January 6 loaded with containerized cargo, such as frozen and dry food stores, building supplies, vehicles and electronic equipment. Maersk Illinois followed Maersk Perry at the ice-pier in early February. During this single mission, MSC chartered ships delivered 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year.
MSCPAC hosted 65 Executive Leadership Development Program students January 15. The students received a brief detailing MSC’s global mission and operational requirements as well as tours of fleet oiler USNS Yukon, and rescue and salvage ship USNS Salvor.

**February:** Mobile landing platform USNS John Glenn was christened February 1 at the General Dynamics-NASSCO shipyard. The ship was named in honor of Sen. John Glenn, the first American to orbit the earth.

USNS Bob Hope was activated and transited to an anchorage site off the coast of San Diego February 13-18 to support Navy Beach Group One training with the roll-on/roll-off discharge facility in various sea states, as well as lift-on/lift-off operations.

**March:** Fleet ocean tug USNS Sioux successfully towed Canadian oiler HMCS Protecteur to Hawaii March 6 following a main engineering space fire that caused the ship to lose power approximately 340 nautical miles northeast of Hawaii on February 27.

**April:** Rescue and salvage ship USNS Salvor departed San Diego April 17 towing the ex-Thatch to Pearl Harbor, Hawaii, and arriving April 30.

USNS Mendonca returned to berth in Bremerton, Washington, April 19, marking the completion of MSCPAC’s support to Joint Logistics Over-the-Shore Exercise 2014. Working in the challenging conditions of Alaska, the LMSR delivered 400 pieces of cargo including two army tugs, U.S. Marine excavation equipment and other JLOTS support equipment. MSC Representative Seattle provided on-scene support, assisted by six Navy Reserve members from Expeditionary Port Units assigned to MSCPAC.

**May:** USNS Salvor towed Canadian oiler HCS Protecteur from Hawaii on May 15, arriving in Esquimalt, British Columbia, May 31.

**June:** USNS Bob Hope supported post-delivery tests and trials of mobile landing platform USNS Montford Point June 17-19 inside the Los Angeles/Long Beach breakwater. Using 16 mooring lines, Bob Hope achieved a skin-to-skin configuration with the MLP over a period of 48 hours, lowering its ramp to transfer vehicles between the two ships. The exercise enabled a test team and the crews of the two ships to analyze ramp stresses, boom angles and design concerns.

Joint high-speed vessel USNS Millinocket arrived in San Diego June 20. Millinocket, the first JHSV in the Pacific area of operation, began interface testing with USNS Montford Point June 25, off-loading vehicles via its stern ramp. Millinocket returned to San Diego June 27.

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*Lt. Cmdr. Alexander Ayzengart makes an incision on a cut suit during a mass casualty drill as Chinese People’s Liberation Army Navy medical personnel observe aboard the MSC hospital ship USNS Mercy (T-AH 19). Medical personnel from Australia, Canada, China, the Republic of the Philippines, Singapore and the United States were engaged in a medical exchange taking place during Rim of the Pacific (RIMPAC) Exercise 2014. U.S. Navy photo by Mass Communication Specialist 3rd Class Pyoung K. Yi.*
July: Fast combat support ship USNS Rainier; fleet oilers USNS Henry J. Kaiser and USNS Ericsson; USNS Salvor; fleet ocean tug USNS Navajo; and USNS Mercy participated in the bi-annual, multinational maritime exercise, 2014 Rim of the Pacific, or RIMPAC. Twenty-three nations, 49 surface ships, 6 submarines, more than 200 aircraft and 25,000 personnel participated in this year’s exercise.

During the month-long exercise, MSC ships delivered more than 9 million gallons of ship fuel, nearly 4.5 million gallons of JP5 aviation fuel and more than a thousand pallets of food and supplies in 73 replenishment-at-sea events. Mercy conducted a Humanitarian Assistance/Disaster Recovery exercise in Pearl Harbor, Hawaii, July 8-10 using the ship’s new life/tender boats for ship-to-shore passenger transport. Mercy was joined in Hawaii by The People’s Liberation Army (Navy) hospital ship, Peace Ark from China. The two countries held medical subject matter expert exchanges while in Pearl Harbor as well as simulated disaster relief operations at sea.

Navajo and Salvor delivered ex-Ogden and ex-Tuscaloosa to sites 50 miles offshore for a sinking exercise during RIMPAC, providing participating combat ships practice in tactics, targeting and live firing against surface targets.

MSC-assigned Navy Reservists provided cargo afloat rig teams aboard Kaiser, Ericsson and Rainier for RIMPAC. Other Reservists from Expeditionary Port Units 114, 115, 116 and 117 provided maritime logistics planning and shore support to Commander Task Group 173.1 as watch standers at the Pacific Warfighting Center in Pearl Harbor.

Millinocket provided the hosting platform for the NAVSEA-sponsored Rail Gun Symposium July 8 at Naval Base San Diego. MSCPAC’s staff arranged for port services and supported the on-load of the two rail gun prototypes displayed on the flight deck during the symposium.

USNS John Glenn, MSC’s second MLP, successfully completed final contract trials in the Pacific Northwest July 28-31 and transited to Vigor Shipyard in Portland, Oregon, for installation of core capability mission equipment.

August: Navajo completed Explosive Ordinance Disposal Training and Evaluation Unit dive operations off the coast of Pearl Harbor, Hawaii, August 1, and prepared to tow ex-Fresno in support of Operation Valiant Shield.

U.S. Transportation Command issued turbo activation orders for LMSRs USNS Brittin and Mendonca August 12. Both ships achieved full operating status, successfully completed sea trials and returned to ROS.

Fleet oiler USNS Guadalupe departed San Diego August 21 in support of the USS Carl Vinson Strike Group. Guadalupe provided logistics services for the strike group throughout their western Pacific deployment.

The San Antonio-class amphibious transport dock ship USS Anchorage (LPD 23), the littoral combat ship USS Coronado (LCS 4), the joint high-speed vessel USNS Millinocket (JHSV 3) and Military Sealift Command mobile landing platform USNS Montford Point (MLP 1) transit in formation off the coast of Southern California as part of Rim of the Pacific (RIMPAC) Exercise 2014. U.S. Navy photo by Chief Mass Communication Specialist Mark C. Schultz.
Representing MSC in the Europe and Africa areas of responsibility, MSCEURAF directs MSC ships that support U.S. European Command, U.S. Africa Command and U.S. Transportation Command. The MSCEURAF staff also supports Commander, Task Force 63 under U.S. 6th Fleet. MSC Ship Support Unit Naples falls under the command of MSCEURAF.

MSCEURAF supports MSC ships deployed to or transiting through the region to conduct combat logistics; theater security cooperation; oceanographic survey; rescue and salvage; maritime prepositioning and strategic sealift operations. During FY 2014, MSCEURAF managed the operations of 64 ships in the EUCOM and AFRICOM areas of responsibility. Combat logistics ships conducted 194 underway replenishments, delivering 20.8 million gallons of fuel; and more than 2,600 pallets of vital food, supplies, mail and other cargo to U.S. and foreign navies throughout the region. MSC assets participated in 10 major exercises and made more than 239 port calls to 44 different locations. MSCEURAF staff coordinated 42 transits through the Strait of Gibraltar. Sealift ships delivered 738 containers of cargo and transferred 6.8 million barrels of DOD fuel to various fuel-bunkering locations throughout Europe.

**Operations**

- **October 2013 to January 2014:** Fleet replenishment oiler USNS Leroy Grumman executed the second-half of a six-month deployment as the U.S. 6th Fleet duty oiler responsible for providing fuel and replenishment cargo to U.S. and NATO assets operating in theater. Grumman conducted 45 replenishments at sea; transferred 5.1 million gallons of fuel and transferred 965 pallets of cargo.

- **October to November:** U.S. 6th Fleet flagship USS Mount Whitney got underway in the Mediterranean and Black Sea to support maritime security operations and theater security cooperation efforts. Mount Whitney is crewed by a hybrid crew of CIVMARs and U.S. Navy Sailors under the command of a Navy captain.
December: Tanker MT Maersk Peary, a U.S.-flagged ship under long-term charter to MSC, loaded fuel for Operation Deep Freeze, the annual replenishment of the National Science Foundation’s McMurdo Station in Antarctica.

January to April: USNS Spearhead, MSC’s first JHSV, entered the 6th Fleet area of responsibility for its maiden deployment to Europe and Africa. Throughout the month of February, Spearhead participated in maritime security efforts in the Mediterranean region. In March, Spearhead departed for West Africa and the Gulf of Guinea to participate in Africa Partnership Station, an ongoing effort to leverage training and operational engagements among regional partners. Spearhead made port stops in Dakar, Senegal, and Sekondi, Ghana; conducted bi-national operations off the coast of Monrovia, Liberia; and participated in multinational exercise Saharan Express as a tracking vessel. Spearhead’s civil service mariner and military crew then conducted more than three weeks of Africa Maritime Law Enforcement operations in Ghana with members of the Ghanaian navy, marine police and fisheries department.

While underway for AMLEP, Spearhead provided assistance to five Ghanaian fishermen whose fishing canoe experienced an engineering casualty off the coast of Sekondi, Ghana. Three civil service mariners launched Spearhead’s lifeboat to deliver food and water to the fishermen, conduct a safety inspection of the vessel and pass a situation update to the fishermen’s contact ashore.

Spearhead made a port visit to Lagos, Nigeria, April 13-17, offloading 46 pallets of Project Handclasp cargo for distribution in the region by nongovernmental organizations. The ship hosted several members of the Nigerian media, as well as large group tours for U.S. Embassy personnel and their families.

Following Spearhead’s departure from Lagos, the ship served as a visit, board, search and seizure platform during multinational exercise Obangame Express for U.S., Nigerian and Cameroonian military forces off the coast of Idenau, Cameroon, April 18-21.

MSC joint high-speed vessel USNS Spearhead (JHSV 1) prepares to depart Souda Bay after a scheduled port visit during its first operational deployment to the U.S. 6th Fleet area of responsibility.
U.S. Navy photo by Mass Communication Specialist 2nd Class Jeffrey M. Richardson.
Spearhead made a port stop in Libreville, Gabon, April 23-25, to host a reception attended by commander, U.S. 6th Fleet, for distinguished military and civilian visitors from Gabon, the United States and other partner nations. While in port, more than 30 members of the ships’ crew participated in a community relations event at a local art school painting several buildings.

**January to July:** Fleet replenishment oiler USNS John Lenthall completed a six-month deployment as MSC duty oiler in the Mediterranean Sea. During its deployment, Lenthall conducted 110 replenishments at sea with U.S. Navy and NATO assets; delivering 12.2 million gallons of fuel and transferring 1,527 pallets of cargo.

**January to September:** MV Cape Ray, an activated RRF cargo ship, operated as an afloat chemical weapons agent neutralization factory in the U.S. 6th Fleet AOR. By mission’s end, the mission crew aboard Cape Ray had effectively neutralized 620 tons of hazardous materials from Syrian stockpiles under an international agreement.

**January:** MSC-chartered tanker MT Colorado Star discharged 142,191 barrels of F-76 fuel in Rota, Spain, January 15-16. The ship departed the AOR January 26.

**February:** USS Mount Whitney got underway from Gaeta, Italy, for another mission in the Mediterranean and Black Sea to support maritime security operations and theater security cooperation efforts.

MSC-chartered tanker MT Valle Di Siviglia delivered 182,500 barrels of fuel to Souda Bay, Greece, and St. Theodore, Greece.

**March:** USNS John Lenthall participated in multinational exercise Noble Dina. This was a combined exercise with Greece and Israel designed to increase interoperability and promote friendship, mutual understanding and cooperation. Prior to commencing Noble Dina, Lenthall responded to a distress call March 30 from a small boat carrying approximately 400 immigrants off the coast of Greece. Lenthall remained with the boat for more than 12 hours until a Greek coast guard unit arrived on scene to transfer the personnel onto a Greek vessel. Lenthall then delivered relief supplies including milk, water, bread, blankets and towels to the Greek ship.

Dry cargo/ammunition ship USNS Robert E. Peary offloaded cargo in Rota, Spain, February 26-March 1, and in Augusta Bay, Italy, March 5-6. Peary then offloaded cargo and received fuel and replenishment cargo in Souda Bay, Greece, March 7-10.

MV Cape Race, an activated RRF cargo ship, offloaded cargo in Agadir, Morocco, for Exercise African Lion in mid-March. Cape Race then transited to Djibouti to pick up two V-22 Osprey aircraft and other opportune lift items for return to the United States.

MSC-chartered tanker MT Marvea delivered 188,000 barrels of fuel to St. Theodore, Greece, and Mersin, Turkey.

**April:** USS Mount Whitney supported NATO exercise Trident Jaguar in the Western Mediterranean Sea starting April 28. The exercise was designed to build Naval Striking and Support Forces NATO’s ability to respond to crisis situations and to demonstrate interoperability between NATO allies as part of NATO’s broader connected forces initiative.

MSC-chartered tanker CPO Malaysia delivered 55,000 barrels of fuel to Killingholme, the United Kingdom, April 7-8. MSC-chartered tanker MT Byzantion delivered 60,000 barrels of fuel to Souda Bay, Greece, April 22. Fast combat support ship USNS Arctic operated in the U.S. 6th Fleet area of operations throughout April, making a port stop in Rota, Spain, April 6-7, before conducting at-sea replenishments with five U.S. and NATO ships April 9 and April 13.
**May:** MSC-chartered tanker MT Marvea loaded 270,000 barrels of fuel in St. Theodore, Greece, and delivered to Souda Bay, Greece, May 22-24, and Augusta Bay, Italy, May 25-27. MSC-chartered cargo ship MV Parida delivered cargo to Newport, the United Kingdom, in late May.

Cargo ship BBC Seattle, a U.S.-flagged ship under long-term charter to MSC, provided ammunition resupply to U.S. European Command throughout the month of May and early June prior to returning to the United States.

Two MSC-chartered service vessels, MV Markab and MV Antares, supported Exercise Phoenix Express, a U.S. Africa Command-sponsored regional maritime exercise in the central Mediterranean Sea.

**May to September:** Oceanographic survey ship USNS Bruce C. Heezen conducted routine survey operations in the U.S. 6th Fleet area of operations from May to September.

**June:** USS Mount Whitney participated in Exercise Baltic Operations June 9-19. Thirteen nations participated in the 42nd annual joint exercise, designed to enhance multinational maritime capabilities and interoperability and improve theater security cooperation in the large Baltic Sea region.

MSC-chartered tanker MT Arctic Bay and Canadian ice breaker CCGS Pierre Raddison convoyed from Disko Island to Thule, Greenland, to deliver fuel for Operation Pacer Goose, the annual replenishment mission to Thule Air Base, Greenland.
MSC-chartered tanker MT Valsesia loaded 230,000 barrels of fuel in St. Theodore, Greece, July 7-10, for delivery to Souda Bay, Greece, July 10-11. The ship then loaded 250,000 barrels of fuel in Algeciras, Spain, for delivery to Rota, Spain, and Augusta Bay, Italy.

**July to September:** As the MSC duty oiler, USNS Leroy Grumman conducted 39 replenishments at sea with U.S. Navy and NATO assets, delivering 3.5 million gallons of fuel and transferring 153 pallets of cargo.

**August:** MSC prepositioning ship USNS PFC Dewayne T. Williams entered the MSCEURAF AOR August 2, en route to Hammernesodden, Norway, for resupply of Marine equipment.

MSC-chartered tanker MT High Jupiter loaded 300,000 barrels of fuel in St. Theodore, Greece, August 7-9, before transiting to the U.S. 5th Fleet AOR August 16.

USS Mount Whitney sailed to Theoule-Sur-Mer, France, August 13-16, for ceremonies and bi-national engagement commemorating the 70th Anniversary of Operation Dragoon, which led to the liberation of southern France by Allied Forces during World War II.

*MSC oiler USNS Leroy Grumman (T-AO 195) conducts a replenishment-at-sea with the guided-missile destroyers USS Mahan (DDG 72), left, and USS Stout (DDG 55), right. U.S. Navy photo by Mass Communication Specialist 2nd Class Jacob D. Moore.*
MSCCENT represents MSC in the U.S. Central Command AOR, including the Arabian Gulf, Arabian Sea, Gulf of Oman, Horn of Africa, Gulf of Aden and Red Sea. MSCCENT provides reliable and efficient sealift, at-sea combat logistics, special mission support and maritime services to meet U.S. Central Command requirements.

The MSCCENT commander is dual-hatted as commander of 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 2014, CLF ships under MSCCENT’s tactical command conducted 845 replenishment at sea events that delivered more than 40,000 pallets of food and supplies to Navy and allied surface combatants and more than 116 million gallons of fuel worth $811 million to Navy and coalition ships. MSC tankers in the MSCCENT AOR delivered more than 445 million gallons of fuel worth more than $1.6 billion to DOD distribution depots across the region. Additionally, MSC delivered 5.5 million rounds of ammunition worth almost $500 million. In aggregate, MSCCENT has moved over $2.9 billion worth of fuel, stores, ammo and other supplies to the fleet.
Operations

- **FY 2014:** Security teams conducted more than 200 missions aboard MSC ships in support of Operation Enduring Freedom as part of coordinated force protection against waterborne and land-based terrorist attacks in the MSCCENT AOR.

- **October 2013:** During a period of increased tensions in the Levant and Syrian regions, MSC fast combat support ship USNS Rainier, already chopped to C7F with 1,000 pallets of stores for another CSG, was redirected to support USS Nimitz. MSCCENT and MSCFE worked hand-in-hand to resupply and redeploy USNS Rainier to support Nimitz within 96 hours of being tasked, earning accolades for C5F.

- **October to November:** MSC-chartered float-on/float-off ship MV Eide Transporter arrived in Bahrain October 30 to load two U.S. Navy mine countermeasure vessels. Following a week of securing for sea, the ship set sail November 8 to redeploy the vessels to San Diego.

- **December:** Fast combat support ship USNS Arctic successfully conducted a replenishment at sea with French aircraft carrier FS Charles De Gaulle December 29. This was the first time in history a non-French logistics support ship conducted replenishment operations with the French carrier. MSCCENT also supported an Italian aircraft carrier and two other U.S. Navy carriers in MSCCENT’s AOR during the same month.

- **February 2014:** MSC-chartered MV Ocean Giant provided heavy lift to deliver the CTF-56 command and control boat to Bahrain.

- **March:** USNS Arctic, a stalwart member of the U.S. 5th Fleet CLF, completed 154 fuel replenishments and transferred more than 36 million gallons of fuel to 5th fleet and coalition warships. Submarine tender USS Emory S. Land also provided invaluable services, performing 295 repairs on forward-deployed ships.

- **April:** Maritime Administration RRF ship MV Cape Race loaded two MV-22 Ospreys for return to the United States. At the same time, MSC-chartered MV BBC Seattle continued its quarterly ammunition delivery mission throughout the AOR. MSCCENT, the U.S. Army’s 840th Transportation Battalion and the ships’ crews cooperated in the near simultaneous cargo on- and off-loads of these two ships.
May: The crew of fleet replenishment oiler USNS Pecos safely and efficiently conducted 100 underway replenishments and 19 in-port replenishments, transferring more than 2,500 pallets of cargo and 16 million gallons of fuel to U.S. Navy and coalition ships. Additionally, MSCCENT conducted training during Exercise Crescent Dagger May 4-8. This exercise tested MSCCENT’s ability to quickly establish port liaison elements in the CENTCOM AOR using Navy Reservists at Muscat and Duqm, Oman. Fleet ocean tug USNS Catawba supported CTF-52 during Exercise Clean Trident as the diving platform for the recovery of exercise mine shapes at the end of the month.

June: MPS ship USNS 1ST LT Baldomero Lopez supported Exercise Native Fury and Exercise Eager Lion in Aqaba, Jordan. This was the first prepositioning demonstration in the AOR in many years, and reasserted the logistics effectiveness of the MSC prepositioning concept and fleet operations.

July: Fleet replenishment oiler USNS Tippecanoe assisted an Iranian dhow (traditional sailing vessel) that was taking on water in the Arabian Gulf. Tippecanoe provided damage control assistance by pumping water out of the vessel and remained on station until relieved by an Iranian naval vessel.

August: Dry cargo/ammunition ship USNS Richard E. Byrd responded to a distress call from a disabled and drifting Yemeni vessel, which was taking on water in the Gulf of Oman. Byrd was the first ship to respond to the Yemeni vessel’s distress call and rescued all nine crewmembers, administering medical treatment and coordinating their repatriation to Yemen. MSC-chartered MV Super Servant 4 delivered U.S. Navy coastal patrol craft USS Hurricane and USS Monsoon.

September: Dry cargo/ammunition ships USNS Alan Shepard and USNS Charles Drew conducted a complicated ammunition transfer in just seven days. Twenty-one Navy Reservists from MSC cargo afloat rig teams assisted in the successful transfer of 5,000 pallets of munitions. Fleet replenishment oiler USNS Laramie responded to a request for assistance from an Iranian fishing vessel in the Somali Basin, transferring food, water and motor oil to assist the vessel, which was then able to get safely underway on its own power.
MSC Far East exercises operational control over MSC ships that support U.S. Pacific Command, U.S. Transportation Command and U.S. 7th Fleet. MSCFE is co-located with Commander, Logistics Group, Western Pacific/Commander, Task Force 73 at Sembawang Wharves in Singapore. During FY 2014, MSCFE managed a daily average of 47 ships representing all of MSC’s missions in the vast U.S. 7th Fleet AOR.

MSC CLF ships completed more than 454 replenishment-at-sea evolutions during the fiscal year, delivering more than 46 million gallons of diesel and aviation fuel and thousands of pallets of cargo to U.S. and foreign navies throughout the AOR.

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

Operations

- **October 2013:** MPS Squadron Three participated in two community relations events in Saipan: handing out Halloween candy to students at Sister Remedios Preschool and to children at the Saipan Rotary Club-sponsored annual “Trunk or Treat.” More than 3,000 local residents attended the event, which provided a safe venue for participating children.

- **November:** Dry cargo/ammunition ships USNS Charles Drew and USNS Richard E. Byrd and fleet replenishment oiler USNS Yukon supported USS George Washington Carrier Strike Group in providing humanitarian aid/disaster relief efforts near the Philippines.
- **December:** Crewmembers from offshore petroleum distribution ship USNS VADM K. R. Wheeler hosted a holiday party at the Sung Ae Won orphanage in Busan, Korea. The Wheeler crew raised funds for gifts, pizza and ice cream for 50 children to make the holiday a memorable event. The crews of prepositioned ships USNS Charlton, USNS Dahl, and USNS Soderman donated toys, tickets to a magic/dinner show and cash for women in need to the Guma Esperansa Catholic Organization in Saipan. The Guma Esperansa Catholic Organization provides education for children and job-hunting assistance and various job opportunities for mothers.

- **January 2014:** III Marine Expeditionary Force conducted training onboard MPS USNS 2nd LT John P. Bobo to certify the 31st Marine Expeditionary Unit Maritime Raid Force in fast roping, casualty evacuation, ship piloting, helo hoist operations, crane operations, small boat operations, and space-clearing onboard ships.

- **February:** Prepositioned ship USNS Soderman arrived in Chuuk in the Federated States of Micronesia to support the 70th anniversary of Operation Hailstone in WWII. Ceremonial events included the official ceremony, ship tours, a reception and key leadership engagements with law enforcement, maritime and port agencies.

- **March:** Members from III MEF and the Korea Marine Corps visited dry cargo/ammunition ship USNS Sacagawea in Gwangyang, Republic of Korea, to view how cargo was moved and stored, what ammo could be held onboard and Sacagawea’s operating range. Marine officers explained to their Korean counterparts how the prepositioning force is set up and used for sustainment operations.

- **April:** Dry cargo/ammunition ship USNS Cesar Chavez participated in Exercise Komodo in Indonesia, which focused on multi-national disaster response. Among the participants were Singapore, Malaysia and Thaila

- **May:** Rescue and salvage vessel USNS Safeguard assisted Korean ferry salvage efforts, standing by to provide decompression chamber support.

- **June:** Capt. Paul Harvey relieved Capt. James Hruska as MSCFE commander. MPS Squadron Three participated in Exercise Pakyo 2014 in Saipan and Guam. The exercise tested U.S. capabilities to respond to a typhoon disaster in the Joint Region Marianas AOR.

August: MSCFE took an active role in Exercise Ulchi Freedom Guardian and received superb support from about 70 MSC Reserves from NR MSCFE 101 and 102. Expeditionary Port Units 113 and 114 supported the exercise in Japan. Dry cargo/ammunition ship USNS Lewis and Clark, with 103 USMC personnel aboard, completed Exercise Coconut Grove 2014 in the Maldives. MPS USNS 1ST LT Jack Lummus hosted Marine Special Operations Company Delta and Coastal Riverine Group One for three days of training on vessel boarding from the sea and air. Dry cargo/ammunition ship USNS Matthew Perry participated in Tokyo Disaster Drill.

September: MV Clipper Makiri, an MSC-chartered ship, moved U.S. Army cargo for Exercise Pacific Pathways in Indonesia and Malaysia. Dry cargo/ammunition ship USNS Sacagawea embarked USMC personnel and equipment in Okinawa, Japan, before heading to take part in Exercise T-AKE 14-2 in Palau, East Timor, Solomon Islands and Vanuatu.
An SA-330J Puma helicopter transports cargo from the MSC dry cargo and ammunition ship USNS Amelia Earhart (T-AKE 6) to the flight deck of the aircraft carrier USS George H.W. Bush (CVN 77) during a vertical replenishment. U.S. Navy photo by Mass Communication Specialist 3rd Class Joshua Card.

**Table Abbreviations**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTs</td>
<td>MEASUREMENT TONS (one MT is a volume measurement equal to 40 cubic feet of dry cargo)</td>
</tr>
<tr>
<td>SQ FT</td>
<td>SQUARE FEET of dry cargo (4.5 sq ft = 1MT)</td>
</tr>
<tr>
<td>BBLs</td>
<td>BARRELS of petroleum product (1 BBL = 42 gallons)</td>
</tr>
</tbody>
</table>
### Tables

- Summary: MSC Operations .................................................. A2
- Expenses by Type ................................................................. A3
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- MSC Personnel .................................................................... A5
- Operating Tempo ................................................................. A6
- MSC Controlled Fleet .......................................................... A7
- Operations ........................................................................... A8
- Exercises ............................................................................. A9
- Awards ............................................................................... A10
- Gallery................................................................................. A12
Summary: MSC Operations

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Expense</th>
<th>Profit/(Loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OCTOBER – SEPTEMBER</strong></td>
<td><strong>FY 2014</strong></td>
<td></td>
</tr>
<tr>
<td><strong>NAVY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval Fleet Auxiliary Force</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Logistics Force</td>
<td>$1,326.1</td>
<td>$1,453.5</td>
</tr>
<tr>
<td>Hospital Ships</td>
<td>$3.1</td>
<td>($0.5)</td>
</tr>
<tr>
<td>Sealift Enhancement</td>
<td>$1.2</td>
<td>$0.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,330.4</td>
<td>$1,453.0</td>
</tr>
<tr>
<td>Special Mission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Mission Ships</td>
<td>$179.7</td>
<td>$187.9</td>
</tr>
<tr>
<td>Chartered Ships</td>
<td>$103.4</td>
<td>$97.6</td>
</tr>
<tr>
<td>Ocean Surveillance Ships</td>
<td>$65.5</td>
<td>$67.1</td>
</tr>
<tr>
<td>Harbor Tugs</td>
<td>$37.6</td>
<td>$35.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$386.2</td>
<td>$388.2</td>
</tr>
<tr>
<td>Prepositioning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepositioning Ships</td>
<td>$296.9</td>
<td>$353.2</td>
</tr>
<tr>
<td>Service Support</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Support Ships</td>
<td>$391.6</td>
<td>$391.5</td>
</tr>
<tr>
<td>JHSV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JHSV Ships</td>
<td>$78.1</td>
<td>$78.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$766.6</td>
<td>$822.8</td>
</tr>
<tr>
<td>Other Reimbursable Funding</td>
<td>$28.7</td>
<td>$28.9</td>
</tr>
<tr>
<td><strong>Total Navy</strong></td>
<td>$2,511.9</td>
<td>$2,692.9</td>
</tr>
<tr>
<td><strong>TRANSCOM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepositioning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepositioning Ships</td>
<td>$316.2</td>
<td>$225.7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$316.2</td>
<td>$225.7</td>
</tr>
<tr>
<td>Sealift</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tankers</td>
<td>$226.2</td>
<td>$186.6</td>
</tr>
<tr>
<td>Dry Cargo</td>
<td>$138.6</td>
<td>$130.8</td>
</tr>
<tr>
<td>Surge Sealift</td>
<td>$112.4</td>
<td>$124.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$477.2</td>
<td>$441.6</td>
</tr>
<tr>
<td>Other Reimbursable Funding</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td><strong>Total TRANSCOM</strong></td>
<td>$793.4</td>
<td>$667.3</td>
</tr>
<tr>
<td><strong>Total MSC Business</strong></td>
<td>$3,305.3</td>
<td>$3,360.2</td>
</tr>
<tr>
<td><strong>Total MSC Budgeted Profit/(Loss) Target</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Profit/(Loss) Target Variance</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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*

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER</th>
<th>FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>($ millions)</td>
<td></td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>Gov</strong></td>
<td><strong>Non-Gov</strong></td>
</tr>
<tr>
<td><strong>Percent Non-Gov</strong></td>
<td><strong>Total</strong></td>
<td></td>
</tr>
</tbody>
</table>

### NAVY

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Expenses</th>
<th>Gov</th>
<th>Non-Gov</th>
<th>Percent Non-Gov</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personnel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compensation/Benefits</td>
<td>$744.0</td>
<td>$126.2</td>
<td>$617.8</td>
<td>83.0%</td>
</tr>
<tr>
<td>Travel/Transportation of Goods</td>
<td>$47.6</td>
<td>$12.0</td>
<td>$35.6</td>
<td>74.9%</td>
</tr>
<tr>
<td>Rent, Communications and Utilities</td>
<td>$41.7</td>
<td>$36.0</td>
<td>$5.7</td>
<td>13.8%</td>
</tr>
<tr>
<td>Printing/Reproduction</td>
<td>$0.2</td>
<td>$0.2</td>
<td>$0.0</td>
<td>-78.4%</td>
</tr>
<tr>
<td>Other Contractual Services</td>
<td>$1,139.8</td>
<td>$129.5</td>
<td>$1,010.3</td>
<td>88.6%</td>
</tr>
<tr>
<td>Supplies/Material</td>
<td>$606.9</td>
<td>$541.9</td>
<td>$65.0</td>
<td>10.7%</td>
</tr>
<tr>
<td>Equipment</td>
<td>$78.3</td>
<td>$36.6</td>
<td>$41.7</td>
<td>53.3%</td>
</tr>
<tr>
<td>Depreciation</td>
<td>$34.4</td>
<td>$14.9</td>
<td>$19.5</td>
<td>56.8%</td>
</tr>
<tr>
<td><strong>Total Navy Expenses</strong></td>
<td>$2,692.9</td>
<td>$897.3</td>
<td>$1,795.6</td>
<td>66.7%</td>
</tr>
</tbody>
</table>

### TRANSCOM

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Expenses</th>
<th>Gov</th>
<th>Non-Gov</th>
<th>Percent Non-Gov</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personnel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compensation/Benefits</td>
<td>$21.4</td>
<td>$8.0</td>
<td>$13.4</td>
<td>62.7%</td>
</tr>
<tr>
<td>Travel/Transportation of Goods</td>
<td>$4.0</td>
<td>$1.5</td>
<td>$2.5</td>
<td>63.1%</td>
</tr>
<tr>
<td>Rent, Communications and Utilities</td>
<td>$8.8</td>
<td>$4.4</td>
<td>$4.4</td>
<td>50.0%</td>
</tr>
<tr>
<td>Printing/Reproduction</td>
<td>$0.1</td>
<td>$0.0</td>
<td>$0.1</td>
<td>100.0%</td>
</tr>
<tr>
<td>Other Contractual Services</td>
<td>$495.7</td>
<td>$40.8</td>
<td>$454.9</td>
<td>91.8%</td>
</tr>
<tr>
<td>Supplies/Material</td>
<td>$120.6</td>
<td>$97.3</td>
<td>$23.3</td>
<td>19.3%</td>
</tr>
<tr>
<td>Equipment</td>
<td>$12.0</td>
<td>$1.1</td>
<td>$10.9</td>
<td>90.8%</td>
</tr>
<tr>
<td>Depreciation</td>
<td>$4.7</td>
<td>$0.4</td>
<td>$4.3</td>
<td>90.1%</td>
</tr>
<tr>
<td><strong>Total TRANSCOM Expenses</strong></td>
<td>$667.3</td>
<td>$153.5</td>
<td>$513.8</td>
<td>77.0%</td>
</tr>
</tbody>
</table>

### Total MSC Expenses

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Expenses</th>
<th>Gov</th>
<th>Non-Gov</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$3,360.2</td>
<td>$1,050.8</td>
<td>$2,309.4</td>
</tr>
</tbody>
</table>
### Combat Logistics Force

*Products transferred during underway replenishment*

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pallets</td>
</tr>
<tr>
<td>Dry Cargo (non ordnance)</td>
<td>73,401</td>
</tr>
<tr>
<td>Ordnance</td>
<td>43,522</td>
</tr>
<tr>
<td><strong>TOTAL Combat Logistics Force Dry Cargo</strong></td>
<td>116,923</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BBLS</td>
</tr>
<tr>
<td>Diesel Fuel Marine</td>
<td>8,588,219</td>
</tr>
<tr>
<td>JP5</td>
<td>2,352,219</td>
</tr>
<tr>
<td><strong>TOTAL Combat Logistics Force Petroleum Cargo</strong></td>
<td>10,940,438</td>
</tr>
</tbody>
</table>

### Sealift Program

*Dry cargo: U.S. Flag vs. Foreign Flag*

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MT</td>
</tr>
<tr>
<td>U.S. Flag</td>
<td></td>
</tr>
<tr>
<td>Commercial (Time and Voyage Charter)</td>
<td>306,000</td>
</tr>
<tr>
<td>Government Owned</td>
<td>59,000</td>
</tr>
<tr>
<td>Total Foreign Flag</td>
<td>58,000</td>
</tr>
<tr>
<td><strong>TOTAL Sealift Program Dry Cargo</strong></td>
<td>423,000</td>
</tr>
</tbody>
</table>

*Petroleum: Type Product*

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BBLS</td>
</tr>
<tr>
<td>Jet Fuel (JP8)</td>
<td>17,658,438</td>
</tr>
<tr>
<td>Mid-Grade Gasoline (MUM)</td>
<td>12,746</td>
</tr>
<tr>
<td>Jet Fuel (JP5)</td>
<td>7,836,106</td>
</tr>
<tr>
<td>Thermo-Stable (JPTS)</td>
<td>77,848</td>
</tr>
<tr>
<td>Diesel Oil (F76)</td>
<td>11,518,423</td>
</tr>
<tr>
<td>Intermediate Fuel Oil</td>
<td>163,945</td>
</tr>
<tr>
<td><strong>TOTAL Sealift Program Petroleum Products</strong></td>
<td>37,267,506</td>
</tr>
</tbody>
</table>

*Petroleum: 1904 Cargo Preference Act*

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER – SEPTEMBER FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BBLS</td>
</tr>
<tr>
<td>U.S. Flag Long-Term Charter and Government-Owned</td>
<td>21,731,115</td>
</tr>
<tr>
<td>U.S. Flag Voyage Charter</td>
<td>1,637,308</td>
</tr>
<tr>
<td>Foreign Flag Time and Voyage Charter</td>
<td>13,899,083</td>
</tr>
<tr>
<td><strong>TOTAL Sealift Program Petroleum Products</strong></td>
<td>37,267,506</td>
</tr>
</tbody>
</table>
Civil Service Mariner Employment

*Recruiting, training and future needs*

<table>
<thead>
<tr>
<th>FY 2014</th>
<th>Applications Received</th>
<th>Mariners Employed/Trained</th>
<th>Year-end Total</th>
<th>Next Fiscal Year Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3,156</td>
<td>320</td>
<td>5,546</td>
<td>587-600</td>
</tr>
</tbody>
</table>

**MSC Workforce**

*Afloat and Ashore*

<table>
<thead>
<tr>
<th>As of Sept. 30, 2014</th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Afloat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civil Service Mariners</td>
<td>5,646</td>
<td>5,546</td>
<td>(1.77%)</td>
</tr>
<tr>
<td>Commercial Mariners</td>
<td>1,580</td>
<td>1,570</td>
<td>(0.63%)</td>
</tr>
<tr>
<td>Military (active component)</td>
<td>45</td>
<td>163*</td>
<td>262.22%</td>
</tr>
<tr>
<td>Military (Reserve component)</td>
<td>319</td>
<td>301</td>
<td>(5.64%)</td>
</tr>
<tr>
<td><strong>Total Afloat</strong></td>
<td>7,590</td>
<td>7,580</td>
<td>(0.13%)</td>
</tr>
<tr>
<td><strong>Ashore</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civilian (direct/indirect)</td>
<td>1,194</td>
<td>1,148</td>
<td>(3.85%)</td>
</tr>
<tr>
<td>Military (active component)</td>
<td>201</td>
<td>171</td>
<td>(14.93%)</td>
</tr>
<tr>
<td>Military (Reserve component)</td>
<td>553</td>
<td>564</td>
<td>1.99%</td>
</tr>
<tr>
<td><strong>Total Ashore</strong></td>
<td>1,948</td>
<td>1,883</td>
<td>(3.34%)</td>
</tr>
<tr>
<td><strong>Total Personnel</strong></td>
<td>9,538</td>
<td>9,463</td>
<td>(0.79%)</td>
</tr>
</tbody>
</table>

* In FY 2014, 116 afloat military (active component) hospital ship Medical Treatment Facility billets were added to MSC.
### Combat Logistics Force: Operating Tempo

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>No. of Ships</th>
<th>No. of Days at Sea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Replenishment Oiler</td>
<td>15</td>
<td>2,473</td>
</tr>
<tr>
<td>Dry Cargo/Ammunition</td>
<td>12</td>
<td>1,695</td>
</tr>
<tr>
<td>Fast Combat Support</td>
<td>4*</td>
<td>358</td>
</tr>
<tr>
<td>Ammunition</td>
<td>1**</td>
<td>9</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>32</strong></td>
<td><strong>4,535</strong></td>
</tr>
</tbody>
</table>

* USNS Supply was placed in material readiness/upgrade status January 20 and remained there until the end of the fiscal year.
** USNS Flint was deactivated November 8, 2013, and transferred to the U.S. Maritime Administration.

### Special Mission Ships: Operating Tempo

<table>
<thead>
<tr>
<th>Type</th>
<th>No. of Ships</th>
<th>No. of Days at Sea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submarine &amp; Special Warfare Support</td>
<td>9</td>
<td>950</td>
</tr>
<tr>
<td>Oceanographic Survey</td>
<td>6</td>
<td>1,414</td>
</tr>
<tr>
<td>Ocean Surveillance</td>
<td>5</td>
<td>1,307</td>
</tr>
<tr>
<td>Missile Range Instrumentation</td>
<td>3</td>
<td>482</td>
</tr>
<tr>
<td>Navigation Test Support</td>
<td>1</td>
<td>189</td>
</tr>
<tr>
<td>Sea-Based X-Band Radar</td>
<td>1</td>
<td>184</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>25</strong></td>
<td><strong>4,526</strong></td>
</tr>
</tbody>
</table>

### Service Support Ships: Operating Tempo

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>No. of Ships</th>
<th>No. of Days at Sea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Ocean Tug</td>
<td>4</td>
<td>303</td>
</tr>
<tr>
<td>Rescue and Salvage</td>
<td>4</td>
<td>311</td>
</tr>
<tr>
<td>Hospital</td>
<td>2</td>
<td>42</td>
</tr>
<tr>
<td>Submarine Tender</td>
<td>2</td>
<td>129</td>
</tr>
<tr>
<td>Command Ship</td>
<td>1</td>
<td>112</td>
</tr>
<tr>
<td>Afloat Forward Staging Base (Interim)</td>
<td>1</td>
<td>142</td>
</tr>
<tr>
<td>Cable-Laying/Repair</td>
<td>1</td>
<td>140</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>15</strong></td>
<td><strong>1,179</strong></td>
</tr>
</tbody>
</table>
MSC Controlled Fleet: Sept. 30 2014

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combat Logistics Force</td>
<td>31</td>
</tr>
<tr>
<td>Special Mission</td>
<td>23</td>
</tr>
<tr>
<td>Prepositioning</td>
<td>26*</td>
</tr>
<tr>
<td>Service Support</td>
<td>15</td>
</tr>
<tr>
<td>Sealift</td>
<td>28</td>
</tr>
<tr>
<td>MARAD Ready Reserve Force</td>
<td>46*</td>
</tr>
</tbody>
</table>

**Government Owned - 147**

**Privately Owned - 20**

**TOTAL - 167***

* Two aviation logistics support ships are counted in both the Prepositioning Program and the Ready Reserve Force.
This list details major DOD operations of the many in which MSC participated in FY 2014.

<table>
<thead>
<tr>
<th>Operation</th>
<th>MSC Ships</th>
<th>Location</th>
<th>Dates</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Africa Partnership Station</td>
<td>USNS Spearhead</td>
<td>West Africa</td>
<td>Mar-May 14</td>
<td>Exchange information with regional navies, coast guards and civilian organizations</td>
</tr>
<tr>
<td>Deep Freeze</td>
<td>MV Maersk Illinois</td>
<td>McMurdo Station, Antarctica</td>
<td>Dec 13-Mar 14</td>
<td>Resupply U.S. research station</td>
</tr>
<tr>
<td>Enduring Freedom, New Dawn</td>
<td>MV BBC Houston, MV Ocean Charger, MV Ocean Crescent, MV Transatlantic</td>
<td>Afghanistan, Iraq</td>
<td>Ongoing</td>
<td>Support U.S. and allied military operations</td>
</tr>
<tr>
<td>Damayan</td>
<td>USNS Bowditch, USNS Richard E. Byrd, USNS Cesar Chavez, USNS Walter S. Diehl, USNS Charles Drew, USS Emory S. Land, USNS Matthew Perry, USNS Rainier, USNS Safeguard, HSV Westpac Express, USNS Yukon</td>
<td>Philippines</td>
<td>Nov 13-Jan 14</td>
<td>Provide humanitarian assistance and disaster relief after Typhoon Haiyan</td>
</tr>
<tr>
<td>Pacer Goose</td>
<td>MV Ocean Giant, MT Arctic Bay</td>
<td>Thule, Greenland</td>
<td>Jun-Jul 14</td>
<td>Re-supply Thule Air Base</td>
</tr>
<tr>
<td>Korean Ferry Recovery</td>
<td>USNS Safeguard, MV Fast Tempo</td>
<td>Maenggol Channel, South Korea</td>
<td>Apr-May 14</td>
<td>Assist in recovery of the remains of 304 passengers from capsized ferry MV Sewol</td>
</tr>
<tr>
<td>Southern Partnership Station</td>
<td>USNS Spearhead, USNS Choctaw County, USNS Pathfinder</td>
<td>Central America, South America, Mexico</td>
<td>Oct 13-Sep 14</td>
<td>Exchange information with regional navies, coast guards and civilian organizations</td>
</tr>
<tr>
<td>Sochi Olympics Support</td>
<td>USS Mount Whitney, USNS Spearhead</td>
<td>Black Sea</td>
<td>Jan-Feb 14</td>
<td>Support Sochi Olympics contingency plans</td>
</tr>
<tr>
<td>War Reserves Stockpile Allies - Korea</td>
<td>MV Black Eagle</td>
<td>Republic of Korea</td>
<td>Oct 13-Sep 14</td>
<td>Reposition allied nation ammunition reserves</td>
</tr>
<tr>
<td>Organization for the Prohibition of Chemical Weapons - Syria</td>
<td>MV Cape Ray</td>
<td>Mediterranean Sea</td>
<td>Jan-Sep 13</td>
<td>Neutralize Syrian chemical weapon agents at sea</td>
</tr>
</tbody>
</table>
This list details 10 major exercises of the more than 40 in which MSC participated in FY 2014.

<table>
<thead>
<tr>
<th>Exercise</th>
<th>Host</th>
<th>MSC Participants</th>
<th>Location</th>
<th>Dates</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltic Operations</td>
<td>U.S. European Command</td>
<td>USS Mount Whitney USNS Leroy Grumman</td>
<td>Baltic Sea</td>
<td>Jun 14</td>
<td>Exercise maritime security operations with NATO and Partnership for Peace allies</td>
</tr>
<tr>
<td>Coconut Grove</td>
<td>U.S. Marine Corps</td>
<td>USNS Lewis and Clark</td>
<td>Maldives</td>
<td>Aug 14</td>
<td>Exercise theater security cooperation</td>
</tr>
<tr>
<td>Cooperation Afloat Readiness and Training</td>
<td>U.S. Pacific Command</td>
<td>USNS Charles Drew USNS Lewis and Clark USNS Sacagawea USNS Rappahannock USNS Safeguard</td>
<td>Western Pacific</td>
<td>Apr-Sep 14</td>
<td>Exercise multinational cooperation and interoperability with dive familiarization training</td>
</tr>
<tr>
<td>Joint Warrior</td>
<td>NATO</td>
<td>USNS Kanawha</td>
<td>North Atlantic</td>
<td>Mar-Apr 14</td>
<td>Exercise NATO operations prior to deployment</td>
</tr>
<tr>
<td>Pacific Pathways</td>
<td>U.S. Army Pacific</td>
<td>MV Clipper Makiri</td>
<td>Pacific</td>
<td>Jul-Sep 14</td>
<td>Support multi-national exercise series</td>
</tr>
<tr>
<td>Eager Lion/ Native Fury</td>
<td>U.S. Central Command</td>
<td>USNS 1LT Baldomero Lopez</td>
<td>Jordan</td>
<td>May-Jun 14</td>
<td>Exercise multi-national military interoperability</td>
</tr>
<tr>
<td>Pandora Fig</td>
<td>U.S. Pacific Command</td>
<td>USNS Frank Cable</td>
<td>Western Pacific</td>
<td>Jun 14</td>
<td>Exercise experimental tactics</td>
</tr>
<tr>
<td>Rim of the Pacific</td>
<td>U.S. Pacific Command</td>
<td>USNS John Ericsson USNS Henry Kaiser USNS Mercy USNS Montford Point USNS Navajo USNS Rainier USNS Salvor</td>
<td>Western Pacific</td>
<td>Jun-Aug 14</td>
<td>Exercise maritime interoperability with international partners</td>
</tr>
<tr>
<td>T-AKE 2014 Series</td>
<td>U.S. Marine Corps</td>
<td>USNS Lewis and Clark USNS Sacagawea</td>
<td>Far East</td>
<td>May-Sep 14</td>
<td>Exercise proof of concept for dry cargo/ammunition ship operations for U.S. Marine Corps from the sea</td>
</tr>
<tr>
<td>Tempest Wind/ Valiant Shield</td>
<td>U.S. Pacific Command</td>
<td>USNS 2LT John P Bobo USNS Charleston USNS Washington Chambers USNS Cesar Chavez USNS John Ericsson USNS Navajo</td>
<td>Western Pacific</td>
<td>Sep 14</td>
<td>Exercise cooperation between U.S. military branches</td>
</tr>
</tbody>
</table>
Awards

During FY 2014, many MSC employees were recognized for their outstanding service to MSC, our Navy, DOD and our United States.

**Mariner Employee of the Year**
- Steven Pacheco  Second Officer

**Mariner Awards of Excellence**
- Melito Almario  Junior Supply Officer
- Thomas Chin  Able Seaman
- Leo Coombs  Electronic Technician
- Carlos Llena  Chief Electrician
- Daniel Marks  Ship’s Communications Officer
- Matthew P. Mossinger  Second Assistant Engineer
- Steven Pacheco  Second Officer
- Louis W. Parsons  Medical Services Officer
- Danilo Puniesto  Chief Steward
- James Regan  Chief Mate
- Gary Tailor  Able Seaman
- Christopher Towle  Second Assistant Engineer

**Shipmate of the Year Awards**
- Marlon R. Andries  Boatswain Mate
- Thomas Chin  Able Seaman
- Patrick Collins  Junior Supply Officer
- Thomas Comer  Engine Utilityman
- Nar Dela Cruz  Engine Utilityman
- Joel Gallardo  Yeoman Storekeeper
- Carlos Q. Llena  Chief Electrician
- Scott McCormick  Boatswain Mate
- Jocelyn Muir  Steward Cook
- Johnny Watts  Yeoman Storekeeper

**Distinguished Career Achievement Award**
- Charles J. Robertson  Chief Engineer

**Special Act/Special Service Award**
- Nathan Bailey  First Assistant Engineer
- Neil Camaganacan  Junior Supply Officer
- Edward L. Mebane  Ship’s Communication Officer
- George H. Talbot Jr.  First Officer
## Awards

### Captain David M. Cook Food Service Excellence Awards

- **USNS Walter S. Diehl**: Small Ship, West Coast
- **USNS Richard E. Byrd**: Large Ship, West Coast
- **USNS Grasp**: Small Ship, East Coast
- **USNS Robert E. Peary**: Large Ship, East Coast

### Outstanding Afloat Nutrition Award

- **USNS Richard E. Byrd**

### Navy Surgeon General - Health Promotion and Wellness Award

- **MSC Norfolk**: Bronze Anchor
- **MSC SSU Singapore**: Gold Star

### Chief of Naval Operations - Safety Award

- **USS Emory S. Land**: Afloat Auxiliary, Service Support
- **USNS Lewis and Clark**: Afloat Auxiliary, Prepositioning
- **USNS Spearhead**: Afloat Auxiliary, Strategic Sealift

### Air Force – General Ronald R. Fogleman Advanced Studies Top Academic Award

- **Major Steven P. Wick**: MSC HQ – Air Force Logistics Liaison

### Secretary of the Navy - Safety Excellence Award

- **USS Emory S. Land**: Afloat, Auxiliary

### Navy League - Captain Arthur L. Johnson Award for Inspirational Leadership

- **Douglas Cassavant**: Master

### Navy League - Able Seaman Oscar Chappell Award for Outstanding Maritime Stewardship

- **Ervin D. Cummings**: Cook/Baker

### United Seamen's Service - Admiral of the Ocean Sea Awards

- **USNS Richard E. Byrd**: Mariners’ Plaque
MSC fast combat support ship USNS Rainier (T-AOE 7) prepares for a photo exercise during the world’s largest international maritime exercise, Rim of the Pacific (RIMPAC) 2014. U.S. Navy photo by MC1 Carlos Gomez.

Command Master Chief James Schneider, left, discusses the ship’s navigation systems with Kamar de los Reyes, center, and James Burns, both voice actors from the video game ‘Call of Duty – Black Ops II’, on the bridge of the submarine tender USS Frank Cable (AS 40). U.S. Navy photo by Mass Communication Specialist 3rd Class Jon Erickson.

Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) move cargo during a replenishment-at-sea with the MSC fleet replenishment oiler USNS Kanawha (T-AO 196). U.S. Navy photo by Mass Communication Specialist 3rd Class James Vazquez.

MSC mobile landing ship USNS John Glenn (MLP 2) underway off the California coast. U.S. Navy photo.

U.S. Navy divers with Mobile Diving and Salvage Unit 2, Company 2-1, hold on to the diving stage as it lowers them through the water column during dive training operations aboard the MSC ship USNS Grapple (T-ARS 53) in Key West, Florida. U.S. Navy photo by Mass Communication Specialist 2nd Class Michael Scichilone.
MSC delivers

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