U.S. NAVY’S
MILITARY SEALIFT COMMAND

2016 IN REVIEW

UNITED WE SAIL
VISION

UNITED WE SAIL

With unified resolve, we boldly sail the world’s oceans to provide essential assured logistics and service support to the warfighter as the nation’s premier maritime transportation organization.

MISSION

EMPOWER GLOBAL WARFIGHTING CAPABILITIES

Military Sealift Command exists to support the joint warfighter across the full spectrum of military operations. Our mission is timeless and essential. Regardless of the challenge, we prevail! Working seamlessly with key partners to master the maritime and cyber domains, MSC provides on-time logistics, strategic sealift, as well as specialized missions anywhere in the world, under any condition, 24/7, 365 days a year.

STRATEGIC THEMES

Harnessing and Developing a Diverse, Capable and Talented Workforce

Assuring Global Maritime Logistical Services

Developing Tactical Capabilities that Support Future Warfighting

Dedicated to Continuous Improvement and Innovation

OUR PEOPLE

OUR PLATFORMS

OUR PROCESSES

OUR PARTNERS

GUIDING PRINCIPLES

We are a Team
We Demand Integrity
Our Actions are Guided by Our Core Values of Honor, Courage and Commitment
We Foster Positive Leadership
We are Proactive Managers
We Believe in Highly Effective Communications
We are Responsible Citizens
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Area Commands

Ships of Military Sealift Command
Military Sealift Command provided support to the joint warfighter across the full spectrum of military operations during FY 2016 in the areas of on-time logistics, strategic sealift, as well as specialized missions to our many Department of Defense and government agency customers.

During the past year, MSC ships, civilian mariners and ashore staff conducted operations and exercises across the globe, supporting every combatant commander. From moving heavy equipment for the U.S. Army Pacific Pathways program, to the annual fuel and cargo resupply mission of McMurdo Station in Antarctica, to providing a platform to help West African nations with maritime law enforcement training, our mariners were prepared, equipped and flexible in responding to mission requirements.

The combat logistics force delivered fuel and cargo to our U.S. Navy combatants and ships from partner nations, enabling those ships to remain forward-deployed and mission-ready. In the Pacific, our ocean surveillance and survey ships remained on-station, providing continuous support to U.S. 7th Fleet ships and personnel. Expeditionary fast transport USNS Choctaw County arrived at its permanent forward location to support U.S. Central Command exercises and operations. Near the Mediterranean Sea, USNS Grasp joined a standing NATO task force that worked to cut the lines of illegal migration.

Our hospital ship, USNS Mercy deployed to the Western Pacific for the annual Pacific Partnership mission. The multilateral, multi-service mission saw partner nation counterparts working alongside one another in six countries to improve disaster response preparedness and enhance relationships in the Indo-Asia-Pacific region. The United Seamen’s Service honored the mariner crew of Mercy for their work during Pacific Partnership with the Admiral of the Ocean Seas mariner recognition plaque.

Surge sealift ship USNS Benavidez supported a Sea Emergency Deployment Readiness Exercise, moving 900 pieces of U.S. Army equipment and cargo from Jacksonville, Florida, to Port Arthur, Texas. In addition, we assumed control of the activated Ready Reserve Force ship MV Cape Race. The sealift ship transported training aircraft from the United States for delivery to the Afghan Air Force.

Throughout 2016, we sailed in the Great Green Fleet and focused on optimizing energy use to increase operational capability. Fleet replenishment oiler USNS Guadalupe successfully delivered 200,000 gallons of a blended mixture of biofuel to USS William P. Lawrence during two underway replenishments off the coast of San Diego. And fast combat ship USNS Rainer delivered biofuel and logistics services to the USS John C. Stennis Carrier Strike Group during its deployment.

We introduced the MSC energy awards and recognition program to incentivize and encourage energy awareness and more energy-efficient operational behavior and choices in both the afloat and supporting shoreside communities.

“WHETHER CIVILIAN MARINER, CIVIL SERVICE OR UNIFORMED MILITARY MEMBER, OUR WORK AT MSC HELPS PRESERVE THE FREEDOM THAT ALL AMERICANS CHERISH.”
Emerging challenges of our maritime system made clear our need to examine ways to assure logistics in a contested environment. MSC stood up the Contested Environment Working Group to lay the foundations for how our command will operate and support the joint warfighter across the full spectrum of maritime operations.

Ships and personnel participated in numerous war games and experiments in order to better understand our future operating environment. Expeditionary transfer docks USNS Montford Point and USNS John Glenn conducted “skin-to-skin” exercises, demonstrating MSC’s unique role in supporting a seabasing capability. Similarly, with an eye toward our assured maritime logistics role, mariners aboard USNS Bob Hope confirmed the ability to reload vertical launch magazines of a naval combatant ship both pierside and at anchor. We restarted our program to conduct fuel consolidation tanking, with MT Empire State and MT Maersk Peary transferring fuel at sea to a fleet oiler, validating our capability to refuel from tanker ships.

We accepted delivery of two expeditionary fast transports, USNS Brunswick and USNS Carson City. This past August a keel laying ceremony took place for the future USNS Hershel “Woody” Williams, our second expeditionary sea base. We also accepted delivery of a new oceanographic survey ship, USNS Maury. Maury is designed to perform acoustic, biological, physical and geophysical surveys. In January, the Secretary of the Navy announced that the first ship of the next generation of fleet replenishment oilers will be named USNS John Lewis after the civil-rights movement hero.

In the new year we will remained focused in key areas: developing our talented workforce, assuring maritime logistical services, developing capabilities that support the warfighter, and committing ourselves to continuous improvement and innovation.

Our work in FY 2016 culminated with the release of the Military Sealift Command Voyage Plan, Charting the Course for Success, 2017-2020. This plan is our roadmap to keep us moving in the right direction, and includes our vision, mission, pillars of our organization, strategic themes and our guiding principles. Our voyage plan will be used to safely sail on a navigation track within the appropriate sea lanes to accomplish our mission by means of our vision, United We Sail.

I am proud of the work we have accomplished this year. Whether civilian mariner, civil service or uniformed military member, our work at MSC helps preserve the freedom that all Americans cherish. The great pride we each feel in our service is reflected daily through our operational excellence and extraordinary teamwork.

United We Sail,

Rear Adm. Dee L. Mewbourne, USN
Commander, Military Sealift Command
Military Sealift Command is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense, operating approximately 120 ships daily around the world. MSC ships sustain our warfighting forces and deliver specialized maritime services in support of national security objectives in peace and war. The MSC commander is located at Naval Station Norfolk in Norfolk, Virginia. MSC reports through three distinct and separate chains of command:

- To U.S. Transportation Command for defense transportation matters as the Naval component. USTRANSCOM provides coordination of air, land and sea transportation for the DOD.
- To U.S. Fleet Forces Command for Navy-unique matters. U.S. Fleet Forces provides combat-ready forces forward to Numbered Fleets and Combatant Commanders around the globe in support of United States national interests.
- 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.
Area Commands
Area commands provide expertise and operational perspective to Navy fleet commanders worldwide. The area commands are operationally focused and are aligned with the Numbered Fleet logistics staffs in their respective theaters: Atlantic in Norfolk, Virginia; Pacific in San Diego; Europe and Africa in Naples, Italy; Central in Manama, Bahrain, and Far East in Singapore. Area commands also have offices and representatives in Diego Garcia; Okinawa, Japan; Republic of Korea; Spain; Greece (Crete); the United Arab Emirates; Djibouti; Pearl Harbor, Hawaii; Seattle, Washington; Earle, New Jersey; Sunny Point, North Carolina; Charleston, South Carolina; Beaumont, Texas; Port Canaveral, Florida, and Jacksonville, Florida.

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

Reserve Units
The Navy Reserve mission for MSC is to provide cargo afloat rig teams (CART), expeditionary port units (EPUs), headquarters support units (HQ), logistics support units, and strategic sealift units (SSUs) for operations which require additional manpower not normally required during sustained peacetime operations. The Navy Reserve is MSC’s manpower solution for surge mission sets. In FY 2016, MSC maintained 960 selected reservists and 44 reserve units.

- CART – Provide qualified and experienced underway replenishment rig teams to augment U.S. government civil service crews on combat logistics force platforms. MSC has three CART units with eight detachments that comprise 22 rig teams.
- EPUs – Provide liaison and ship husbandry support for forward-deployed port operations. MSC has 17 EPUs aligned under MSC’s five area commanders.
- HQ support units – Provide trained watchstanders and staff support personnel to augment MSC HQ, MSC’s United States Transportation Command Detachment at Scott AFB, the five area command staffs, and an Afloat Mission Control unit to provide tailored command and control support for adaptive force package missions. MSC has nine HQ support units.
- Logistics support units – Provide direct support to operational logistics and fleet sustainment activities. MSC has three reserve logistics support units.
- SSUs – Lead and administratively support 1,900 Strategic Sealift Readiness Group officers. MSC has four strategic sealift units.
Combat Logistics Force

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

PM1
Fleet Replenishment Oilers - 15
USNS Henry J. Kaiser (T-AO 187)
USNS Joshua Humphreys (T-AO 188)
USNS John Lenthall (T-AO 189)
USNS Walter S. Diehl (T-AO 193)
USNS John Ericsson (T-AO 194)
USNS Leroy Grumman (T-AO 195)
USNS Kanawha (T-AO 196)
USNS Pecos (T-AO 197)
USNS Big Horn (T-AO 198)
USNS Tipppecanoe (T-AO 199)
USNS Guadalupe (T-AO 200)
USNS Patuxent (T-AO 201)
USNS Yukon (T-AO 202)
USNS Laramie (T-AO 203)
USNS Rappahannock (T-AO 204)

PM6
Dry Cargo/Ammunition Ships - 12
USNS Alan Shepard (T-AKE 3)
USNS Richard E. Byrd (T-AKE 4)
USNS Robert E. Peary (T-AKE 5)
USNS Amelia Earhart (T-AKE 6)
USNS Carl Brashear (T-AKE 7)
USNS Wally Schirra (T-AKE 8)
USNS Matthew Perry (T-AKE 9)
USNS Charles Drew (T-AKE 10)
USNS Washington Chambers (T-AKE 11)
USNS William McLean (T-AKE 12)
USNS Medgar Evers (T-AKE 13)
USNS Cesar Chavez (T-AKE 14)

Fast Combat Support Ships - 3
USNS Supply (T-AOE 6)
USNS Rainier (T-AOE 7)
USNS Arctic (T-AOE 8)

Fleet Replenishment Oilers


MSC fleet replenishment oilers provided a variety of fuels for ship propulsion, aircraft operations and power generation. Fleet oilers also routinely shuttled food and other dry cargo as fleet freight for transfer to customers as their fuel was delivered. Three fleet oilers were built or constructed with double hulls designed to meet Oil Protection Act of 1990 requirements: USNS Patuxent, USNS Laramie and USNS Rappahannock.
Dry Cargo/ Ammunition Ships
Dry Cargo and Ammunition ships, or T-AKEs, were designed to replenish dry and refrigerated stores as well as ordnance. They have replaced combat stores ships and ammunition ships, incorporating the capabilities of both platforms into one hull. These multi-product ships increase the delivery capability to provide food, fuel, spare parts, ammunition and potable water to the U.S. Navy and our allies.
During FY 2016, 12 T-AKE-class ships were fully operational within the Combat Logistics Force. Three ships were Atlantic-based and nine were Pacific-based. One of the Pacific-based ships was forward-deployed to the U.S. 5th Fleet.
Fast Combat Support Ships
Throughout the year, three Fast Combat Support ships or kept Navy surface fleets supplied and combat ready worldwide by providing parts, supplies and fuel at sea. USNS Rainier worked with U.S. 3rd and 7th Fleets in the Pacific finishing its career with successful participation in Rim of the Pacific exercise. USNS Rainer was deactivated on Sept. 30, 2016. Fast combat support ship USNS Arctic supported CTF 80 in the Atlantic and CTF 53 in U.S. 5th Fleet. USNS Supply completed a replacement and modernization of the ship’s machinery control system this year and is currently supporting work-up exercises in preparation for a deployment to the U.S. 5th Fleet.
Four commercial helicopter detachments, embarked aboard dry cargo/ammunition ships, provided vertical replenishment, internal cargo, passenger movement, medical evacuation, unassisted search and rescue services for operations in the Mediterranean Sea, the Arabian Gulf, the Indian Ocean and Western Pacific Ocean. Three Pacific detachments forward-deployed to Guam, provided services to U.S. 5th and 7th Fleet ships. Detachment Alpha began the year aboard USNS Amelia Earhart before cross-decking to USNS Carl Brashear for U.S. Pacific Fleet and U.S. Central Command operations. Detachment Bravo deployed aboard USNS Charles Drew and USNS Wally Schirra, then completed the fiscal year aboard USNS Washington Chambers. Detachment Charlie deployed aboard USNS Matthew Perry and USNS Charles Drew in support of U.S. 7th Fleet operations. The Atlantic detachment supported U.S. 5th Fleet and 6th Fleet operations, began the fiscal year aboard USNS Carl Brashear, cross-decked to USNS Richard E. Byrd and ended the fiscal year aboard USNS Cesar Chavez.

### Commercial Helicopter Operations (FY 2016)

<table>
<thead>
<tr>
<th>Flight Hours</th>
<th>Cargo</th>
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<tr>
<td>Mission: 446</td>
<td>Total Tons: 8,819</td>
</tr>
<tr>
<td>Training: 76</td>
<td>Total Pallets: 17,623</td>
</tr>
<tr>
<td>Flight Check: 14</td>
<td>Total Passengers: 282</td>
</tr>
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<td>Total 536</td>
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**Mission**

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A Military Sealift Command SA-330J Puma helicopter, assigned to the dry cargo and ammunition ship USNS Carl Brashear (T-AKE 7), delivers cargo to the flight deck of the amphibious transport dock ship USS Green Bay (LPD 20). (U.S. Navy photo by Mass Communication Specialist 3rd Class Patrick Dionne/Released)
Service and Command Support

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

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

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

USNS Apache and USNS Sioux provided towing services for the submarine, ex-Norfolk, from Portsmouth, New Hampshire, to Bremerton, Washington, via the Panama Canal. USNS Apache was called to support search operations for MV El Faro and later for recovery operations of the ship’s Voyage Data Recorder.

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

At the end of FY 2016, USNS Navajo began preparations for inactivation in early FY 2017.

Rescue and Salvage Ships
Rescue and salvage ships, with embarked Navy dive teams, performed their primary functions and provided additional towing capability for the Navy. Rescue and salvage ships supported mine recoveries, ship-sink exercises, aircraft recovery, dive-and-salvage training, and towing operations. USNS Grasp and USNS Grapple deployed for U.S. 6th Fleet operations and Africa Partnership Station, enabling embarked personnel to share knowledge and training with allied navies in the region. USNS Grapple was also tasked to support NATO Migrant Operations in the Agean Sea.

At the end of FY 2016, USNS Navajo began preparations for inactivation in early FY 2017.
USNS Salvor provided mission and surface-supplied dive training support to U.S. Navy mobile diving and salvage units as well as conducting salvage operations for two U.S. Marine Corps CH-53 helicopters that crashed off of the coast of Oahu, Hawaii.

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

At the end of FY 2016, USNS Safeguard and USNS Grapple began preparations for inactivation in early FY 2017.

**Hospital Ships**

USNS Mercy deployed in support of Pacific Partnership 2016 treating patients, conducting surgeries and providing engineering support in Southeast Asia. USNS Comfort conducted a major maintenance availability and a SMART assessment. Both ships conducted pre-deployment, in-port training exercises in support of their respective Medical Treatment Facilities.

**Submarine Tenders**

The two submarine tenders provided sustained, forward-based support to assigned submarines while at anchor or pierside. USS Emory S. Land and USS Frank Cable provided forward-area repair and service facilities for Commander, Submarine Forces Pacific. The ships operated with combined crews of U.S. civil service mariners, who performed navigation, deck, engineering, communications, supply, and galley duties, and active-duty Sailors, who provided submarine maintenance and repair capabilities. A Navy captain leads the submarine tender combined crew.
Command Ship
USS Mount Whitney functioned as a joint task force command ship, serving as a command, control, communications, computer and intelligence platform for embarked commanders from NATO, naval components and numbered fleets. In FY 2016, the ship routinely participated in U.S. and NATO exercises and conducted goodwill port visits in Europe. Mount Whitney operated with a combined crew of civilian mariners and uniformed military personnel under the leadership of a Navy captain.

Afloat Forward Staging Base
USS Ponce functioned as an interim afloat forward staging base supporting mine countermeasure operations, patrol coastal operations and other missions as directed. Ponce is a hybrid-crewed vessel with civilian mariners providing navigation, deck, engineering, and galley services and military service members providing mission support. Ponce was converted to serve as an interim solution to U.S. Central Command’s request for a permanent forward-deployed sea base.

Expeditionary Sea Base
USNS Lewis B. Puller was delivered to MSC in June 2015 and is the Navy’s first purpose-built afloat forward staging base. The ship has a hybrid-manned crew with a combination of military personnel and U.S. civil servant mariners. The afloat forward staging base is designed to provide dedicated support for air mine countermeasures and special warfare missions. The ship is capable of executing additional missions including counter-piracy, maritime security, and humanitarian assistance and disaster relief. The platform supports a variety of rotary wing aircraft. The afloat forward staging base-variant of the expeditionary transfer dock was redesignated in 2016 as an expeditionary sea base (ESB).

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

The expeditionary fast transport or EPF (formerly designated the Joint High-Speed Vessel) was designed for rapid, intra-theater transport of troops and military equipment. Each EPF has a reconfigurable 20,000 square-foot mission bay that can quickly adapt to support a number of different missions, from carrying containerized portable hospitals and dry cargo for humanitarian aid/disaster relief to transporting tanks and general dry cargo. The design features a flight deck capable of landing a CH-53 helicopter, a stern ramp for vehicle access to the mission deck, and seating for 312 passengers. These vessels are crewed by U.S. government civil service mariners while military personnel embark as required by mission sponsors. Seven of the planned 12 EPFs have been delivered to MSC.

MSC’s fleet of EPFs grew by two in FY 2016 with the delivery of USNS Brunswick in January and USNS Carson City in June. Operationally, our EPFs are deployed around the world and are currently fulfilling Combatant Commander’s mission requirements.

USNS Spearhead deployed to Africa in support of African Partnership Station 16 last winter and spring and then deployed to U.S. Southern Command supporting UNITAS exercises in the fall. USNS Choctaw County deployed to her forward hub port of Bahrain and is now supporting missions and exercises in support of U.S Central Command.

USNS Millinocket continues to support Navy and Marine Corps customers from its hub port of Singapore. USNS Fall River deployed to its hub port of Iwakuni, Japan, and joins USNS Millinocket supporting missions in the Far East region.

USNS Trenton completed post-delivery workups and has been receiving modifications and upgrades to support missions once deployed to its hub port of Souda Bay, Crete.

USNS Brunswick conducted a namesake visit to Brunswick, Georgia, shortly after her delivery and continues to prepare for deployment to the Western Pacific early next year. USNS Carson City participated in the biennial International Seapower Symposium held in Newport, Rhode Island, as well as the Maryland Fleet Week and Air Show Baltimore. Carson City continues post-delivery workups and prepares for its forward deployment to the Pacific and hub port Saipan.

The remaining five EPFs, Yuma, City of Bismarck, Burlington, Puerto Rico, and the last yet-to-be-named EPF, are expected to deliver between FY 2017 and FY 2019, approximately two ships per year.
Special Mission

The Special Mission Program managed a variety of seagoing platforms in FY 2016 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; U.S. Air Force; Naval Sea Systems Command; Navy’s Strategic Systems Programs Office; and Naval Special Warfare Command. These ships were operated by civilian mariners employed by companies under contract to Military Sealift Command.

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.

PM2
Submarine and Special Warfare Support Ships - 9
USNS Black Powder (T-AGSE 1)
USNS Westwind (T-AGSE 2)
USNS Eagleview (T-AGSE 3)
USNS Arrowhead (T-AGSE 4)
MV C-Commando
MV C-Champion
MV Malama
MV Dolores Chouest
MV HOS Dominator

Oceanographic Survey Ships - 6
USNS Pathfinder (T-AGS 60)
USNS Bowditch (T-AGS 62)
USNS Henson (T-AGS 63)
USNS Bruce C. Heezen (T-AGS 64)
USNS Mary Sears (T-AGS 65)
USNS Maury (T-AGS 66)

Ocean Surveillance Ships - 5
USNS Victorious (T-AGOS 19)
USNS Able (T-AGOS 20)
USNS Effective (T-AGOS 21)
USNS Loyal (T-AGOS 22)
USNS Impeccable (T-AGOS 23)

Missile Range Instrumentation Ships - 2
USNS Invincible (T-AGM 24)
USNS Howard O. Lorenzen (T-AGM 25)

Navigation Test Support Ship - 1
USNS Waters (T-AGS 45)

Sea-based X-band Radar Platform - 1
(SBX-1)
Submarine and Special Warfare Support Ships

MSC operated nine ships in support of the Navy’s submarine and special warfare requirements. Former charter vessels MV Westwind, MV Black Powder, MV Eagleview and MV Arrowhead were purchased by the government in 2015 to provide transit protection and open-ocean passenger transfer services for the Navy’s submarine force. These vessels can also be outfitted for submarine rescue support missions if needed. MV HOS Dominator provided submarine rescue support. MV Malama provided open-ocean passenger transfer service to U.S. Pacific Fleet submarines. MV Dolores Chouest, MV C-Commando and MV C-Champion supported Naval Special Warfare Command requirements.
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, these ships can be outfitted with the naval mobile instrumentation system, providing downrange missile tracking for the Navy’s Strategic Systems Program Office. In February 2016, MSC accepted delivery of USNS Maury, the sixth oceanographic survey ship.
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 subsurface activity. 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 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 missiles test flights.

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

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

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

Military Sealift Command operated a fleet of 28 prepositioning ships from strategic bases worldwide. These ships are loaded with early-arriving combat and sustainment supplies and equipment supporting the full range of wartime and peacetime operations. Most of the ships were assigned to squadrons forward-based in the Indian and Western Pacific oceans.

Prepositioning Ships Mission Areas:
- Maritime Prepositioning Ships
- Army Prepositioned Stocks-3
- Navy, Marine Corps, and Air Force

PM3
Maritime Prepositioning
Force Ships - 14

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

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

Army Prepositioned Stocks - 3
Ships - 7

Large, Medium-Speed, Roll-on/Roll-off Ships
USNS Red Cloud (T-AKR 313)
USNS Charton (T-AKR 314)
USNS Watkins (T-AKR 315)
USNS Pomeroy (T-AKR 316)
USNS Soderman (T-AKR 317)

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

Navy, Marine Corps and Air Force Ships - 4

Offshore Petroleum Distribution System
USNS VADM K.R. Wheeler (T-AG 5001)
USNS Fast Tempo

U.S. Air Force (Container Ships)
MV CAPT David L. Lyon (T-AK 5362)
MV MAJ Bernard F. Fisher (T-AK 4396)

High Speed Transports - 2
USNS Guam (HST 1)
Formerly Hawaii Superferry Alakai (HST 2)

High Speed Vessel - 1
Westpac Express (HSV 4676)
Maritime Prepositioning Ships
Maritime Prepositioning Ships (MPS), assigned to two forward-based squadrons, carried a diverse range of U.S. Navy and Marine Corps equipment to support a Marine Air-Ground Task Force. Each MPS squadron is commanded by a Navy captain. The ships’ aviation decks, watercraft, hose systems and other distinct outﬁttings provide unique capabilities to deliver rolling stock, ammunition, supplies, bulk fuel and water. Vehicles and supplies can be discharged pierside, instream, ship-to-ship or by air. Dry cargo/ammunition ships; large, medium-speed, roll-on/roll-off (LMSR) ships; and expeditionary transfer dock (ESD) vessels provided combatant commanders new seabasing-enabled capabilities for selective discharge and replenishment operations.

Expeditionary transfer dock USNS Montford Point joined MPS3 in 2015 and participated in several demonstrations and exercises in the Pacific during 2016. USNS John Glenn completed structural modification, follow-on testing, participated in new technology development testing, skin-to-skin proficiency training, and seabasing demonstrations in Southern California. USNS John Glenn is scheduled to forward deploy in FY 2018. Both vessels will continue training to fully develop their capability to operate with Landing Craft Air Cushion and other watercraft to resupply expeditionary forces ashore from over the horizon.
Army Prepositioned Stocks - 3

Five Watson-class LMSRs and two container ships supported the Army Prepositioned Stocks-3 program. USNS Red Cloud returned to the United States for cargo maintenance and regulatory dry-dockings in November 2015 and in April 2016 backloaded sustainment supplies and joined USNS Charlton and USNS Sodeman in the Western Pacific.

USNS Pomeroy and USNS Watkins remained sited at Diego Garcia. Container ship MV SSG Edward A. Carter Jr. returned to the United States for cargo maintenance and vessel redelivery in February 2016. A replacement container ship was brought on hire, renamed the MV SSG Edward A. Carter Jr., and after its cargo was loaded, joined MV LTC John U.D. Page at Diego Garcia.
Navy, Marine Corps and Air Force (NMAF)
The final component of MSC’s Prepositioning mission area is comprised of ships that support the U.S. Navy, Marine Corps, and Air Force.

USNS VADM K.R. Wheeler and USNS Fast Tempo, which comprise an offshore petroleum discharge system, continued service in the Western Pacific. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel to beach distribution facilities from up to 8 miles offshore.


The two dry cargo and ammunition ships in the prepositioning program participated in multiple exercises during the year. USNS Lewis and Clark participated in KOA MOANA (KM) 15-3. Exercise KM 15-3 is a four-month international exercise where participants from the U.S. Marine Corps, U.S. Navy and U.S. Coast Guard worked with host nation participants from various countries in the Pacific Island Nations of Oceania.

Dry cargo and ammunition ship USNS Sacagawea participated in exercise Freedom Banner, a Navy and Marine Corps deployment and offload/backload exercise, nested within multilateral amphibious exercise Ssang Yong. Sacagawea also participated in exercise Balikatan, an annual Philippine-U.S. military bilateral training exercise that is a signature element of the Philippine-U.S. alliance focused on a variety of missions to include humanitarian assistance, maritime law enforcement, and environmental protection.

High-Speed Transports
USNS Guam, the first of two high-speed transports, was acquired to support Marine Corps requirements in the Western Pacific. Following design work, modifications to the ship began in FY 2016 and the ship is expected to forward deploy in the fourth quarter of FY17. The second high-speed transport, HST2, was chartered to Bay Ferries through an Enhanced Use Lease. Bay Ferries is using the vessel to provide ferry service between Portland, Maine, and Yarmouth, Nova Scotia.

High-Speed Vessel
MSC-chartered vessel HSV Westpac Express, a high-speed catamaran, continued service in the Western Pacific providing transport for U.S. Marine Corps Third Marine Expeditionary Force personnel and equipment to and from exercise areas.
As part of the sealift mission area, MSC delivers combat and other military cargo needed by U.S. warfighters around the globe. The command supported ongoing contingency operations, military exercises and other day-to-day missions for DOD with 10 large, medium-speed, roll-on/roll-off (LMSR) ships, five roll-on/roll-off container ships (ROCON), six tankers, and two dry cargo ships.

The Tanker and Dry Cargo Project offices also supported the MSC sealift mission executing numerous short-term and voyage charters. If needed, MSC has access to 46 ships of the Ready Reserve Force (RRF), a fleet of militarily useful ships maintained in Reduced Operating Status (ROS) for use as surge sealift assets at ports throughout the United States. The RRF is maintained by the U.S. Department of Transportation’s Maritime Administration.

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

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

During FY 2016, tanker operations accelerated with a five percent increase in the amount of cargo carried and an 18 percent increase in the number of voyages. Tanker Project Office ships lifted 37.3 million barrels (1.56 billion gallons) of DOD petroleum products over 227 voyages for the Defense Logistics Agency-Energy. The primary carriers were five long-term chartered U.S.-flagged tankers: MT Empire State, ATB Galveston/Petrochem Producer, MT Maersk Peary, MT SLNC Goodwill, and MT SLNC Pax; and one government-owned tanker, USNS Lawrence H. Gianella. These were supplemented by numerous short-term voyage and time-chartered commercial tankers, both U.S. and foreign flag. Most notable among these vessels were the shallow draft, Thai-flagged MT Phubai Pattra 2 in the Far East and the U.S.-flagged MT Maersk Michigan completing back-to-back charters in the U.S. 5th and 7th Fleet areas throughout FY 2016.
In FY 2016, MSC organic and chartered vessels carried more cargo than the previous year, and a greater share of it was carried by U.S.-flagged tankers. Nearly 24 million barrels, or 64.1 percent of the cargo, was carried on U.S.-flagged tankers constituting a five percent increase in U.S.-flag usage over the prior year.

Additionally, when not assigned to Defense Logistics Agency-Energy point-to-point missions, MT Maersk Peary, the only long-term chartered tanker with an ice-strengthened hull, delivered 114,748 barrels of fuel to the National Science Foundation station at McMurdo Sound, Antarctica, as part of the annual resupply mission Operation Deep Freeze. MT Maersk Peary also delivered 163,070 barrels of fuel to Thule Air Base, Greenland, for the annual resupply mission Operation Pacer Goose.

**Dry Cargo Project Office**

MSC chartered a variety of commercial dry cargo ships to move exercise equipment, combat equipment and ammunition supporting various U.S. force rotations. MSC chartered or activated nearly 50 vessels that delivered almost 500,000 measurement tons of cargo supporting worldwide operations. The Dry Cargo program continued to support heavy lift requirements including movement of Mark VI boats from the East and West Coasts of the United States to the Far East.

Another dry cargo mission is to deliver ammunition worldwide to U.S. warfighters in addition to deliveries to various ports around the world in support of Foreign Military Sales. The movement of munitions continues to be a large part of MSC Dry Cargo efforts. In FY 2016, MSC moved nearly 7,000 containers (TEUs) of ammunition to and from U.S. East and West Coast ports to Europe, the Middle East and Far East.

MSC supported Pacific Pathways 16 phases 1 and 2 with both commercial and organic sealift solutions. The organic vessel supported several DoD exercises in multiple ports in the Pacific operating area delivering both personnel and cargo. This enabled U.S. Army personnel to maintain equipment aboard the ship between mission and exercise resets as well as enhance command and control functions.

Support of Joint Logistics Over the Shore (JLOTS) was provided by two MSC surge sealift LMSRs during a U.S. Transportation Command-sponsored exercise in the Puget Sound, Washington, region. The exercise scenario provided unique military cargo simulating throughput via a port that is assumed to have either little or reduced port capability infrastructure.

Dry cargo ships also supported the annual Arctic and Antarctic resupply deliveries to Thule Air Base, Greenland, and the National Science Foundation at McMurdo Station, Antarctica. These unique missions required cargo vessels that meet special construction requirements for transits in the ice area found in these polar regions. A significant portion of the sustainment cargo needed by these bases is supplied by these missions.

USNS Mendonca supported a no-notice Sealift Emergency Deployment Readiness Exercise that simulated a hurricane disaster relief response by loading cargo in Florida for use in the U.S. Gulf region.
Ready Reserve Force Ships

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

Maritime logistics experts load four A-29, Super Tucano attack/training aircraft onboard Military Sealift Command container ship, MV Cape Race, at Norfolk Naval Station, Virginia. The four A-29 Super Tucano attack/training aircraft were loaded for delivery to the Afghan Air Force. (U.S. Navy photo by Visual Information Specialist Brian Surratt/Released)
**SPECIAL MISSION (PM2)**

<table>
<thead>
<tr>
<th>Ocean Surveillance</th>
<th>Submarine and Special Warfare Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-AGOS 19 USNS Victorious</td>
<td>MV C-Commando</td>
</tr>
<tr>
<td>T-AGOS 20 USNS Able</td>
<td>Length: 220 Feet, Beam: 56 Feet</td>
</tr>
<tr>
<td>T-AGOS 21 USNS Effective</td>
<td>Displacement: 1,903 Tons</td>
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<tr>
<td>T-AGOS 22 USNS Loyal</td>
<td>MV C-Champion</td>
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<tr>
<td>T-AGOS 23 USNS Impeccable</td>
<td>Length: 110 Feet, Beam: 22 Feet</td>
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<tr>
<td>T-AGOS 24 USNS Enterprise</td>
<td>Displacement: 65 Tons</td>
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<thead>
<tr>
<th>Surge Sealift</th>
<th>Tankers</th>
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<tbody>
<tr>
<td>Length: 906-954 Feet, Beam: 106 Feet, Displacement: 59,460 - 61,680 Tons</td>
<td>T-AOT 5193 MT Empire State</td>
</tr>
<tr>
<td>T-AKR 295 USNS Shughart</td>
<td>T-AOT 5246 MT Maersk Pearse</td>
</tr>
<tr>
<td>T-AKR 296 USNS Gordon</td>
<td>Length: 600 / 591 Feet, Beam: 106 / 105 Feet</td>
</tr>
<tr>
<td>T-AKR 297 USNS Yano</td>
<td>Displacement: 58,746 / 47,876 Tons</td>
</tr>
<tr>
<td>T-AKR 298 USNS Gilliland</td>
<td>T-AOT 5406 ATB Galveston/Petrochem Producer</td>
</tr>
<tr>
<td>T-AKR 300 USNS Bob Hope</td>
<td>Length: 332 / 621 Feet, Beam: 62 / 106 Feet</td>
</tr>
<tr>
<td>T-AKR 301 USNS Fisher</td>
<td>Displacement: 50,570 Tons</td>
</tr>
<tr>
<td>T-AKR 302 USNS Mendonca</td>
<td>T-AOT 5356 MT SLNC Pax</td>
</tr>
<tr>
<td>T-AKR 305 USNS Britton</td>
<td>T-AOT 5419 MT SLNC Goodwill</td>
</tr>
<tr>
<td>T-AKR 306 USNS Benavidez</td>
<td>Length: 615 Feet, Beam: 90 Feet</td>
</tr>
<tr>
<td>T-AKR 310 USNS Watson</td>
<td>Displacement: 61,624 Tons</td>
</tr>
<tr>
<td>T-AKR 315 USNS 1ST LT Harry L. Martin</td>
<td>T-AOT 1125 USNS Lawrence H. Garels</td>
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<thead>
<tr>
<th>Dry Cargo</th>
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<tbody>
<tr>
<td>Length: 866 Feet, Beam: 98 Feet, Displacement: 50,570 Tons</td>
<td>T-AKE 3 USNS Alan Shepard</td>
</tr>
<tr>
<td>T-AKR 5307 Ocean Crescent</td>
<td>T-AKE 4 USNS Richard E. Byrd</td>
</tr>
<tr>
<td>T-AKR 5306 USNS LCPL Roy M. Wheat</td>
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<tr>
<th>Fast Combat Support</th>
<th>EXPEDITIONARY FAST TRANSPORT (PM8)</th>
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<tbody>
<tr>
<td>Length: 754 Feet, Beam: 107 Feet, Displacement: 48,500 Tons</td>
<td>T-EPF 1 USNS Spearhead</td>
</tr>
<tr>
<td>T-AOE 6 USNS Supply</td>
<td>T-EPF 2 USNS Chocowinity</td>
</tr>
<tr>
<td>T-AOE 8 USNS Arctic</td>
<td>T-EPF 3 USNS Millinocket</td>
</tr>
<tr>
<td>T-B Sea Eagle/MB 1219</td>
<td>T-EPF 4 USNS Fall River</td>
</tr>
<tr>
<td>T-ESB 3 USNS Lewis B. Puller</td>
<td>T-EPF 5 USNS Trenton</td>
</tr>
<tr>
<td>T-ARC 7 USNS Zeus</td>
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</tr>
<tr>
<td>T-EPF 7 USNS Carson City</td>
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**SEALIFT (PM5)**

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**AFLOAT STAGING COMMAND SUPPORT (PM7)**

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<th>Command</th>
<th>Afloat Forward Staging Base</th>
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<tr>
<td>Length: 636 Feet, Beam: 108 Feet, Displacement: 15,000 Tons</td>
<td>Length: 784 Feet, Beam: 104 Feet, Displacement: 106,664 Tons</td>
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<tr>
<td>LCC 20 USNS Mount Whitney</td>
<td>T-ESB 3 USNS Lewis B. Puller</td>
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<tr>
<th>Cable Laying/Repair</th>
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<tr>
<td>Length: 513 Feet, Beam: 73 Feet, Displacement: 15,174 Tons</td>
<td>Length: 336 Feet, Beam: 94 Feet, 2,460 Tons</td>
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<tr>
<td>T-ARC 7 USNS Zeus</td>
<td>T-EPF 1 USNS Spearhead</td>
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Area Commands

Military Sealift Command Atlantic – Norfolk, Virginia

Military Sealift Command Atlantic (MSCLANT) 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 combat logistics force ships in support of U.S. 5th and 6th fleets, and provides direct support for all carrier strike groups deploying from CTF 80.

During FY 2016, MSCLANT maintained daily oversight of approximately 35 ships performing missions from combat logistics to strategic sealift. MSC ships in the MSCLANT area of operations loaded and discharged more than 21 thousand pieces of government cargo that covered more than 3.2 million square feet and exceeded 12 million barrels of petroleum products. MSCLANT supported 10 combat logistics force deployments, 10 major fleet exercises, seven fleet ordnance moves and four tows.

The Anti-Terrorism Force Protection team conducted 34 force protection spot checks aboard MSC ships, organizing five assist visits to aid ships in establishing their own force protection programs, and overseeing nine high-threat chokepoint transits of the Panama Canal.

MSC Reserve Expeditionary Port Reserve Units 109 and 110 provided direct support to operations, engineering studies, the staffs of U.S. Transportation Command and MSCLANT, and port offices in Charleston, South Carolina; Jacksonville, Florida; and Beaumont, Texas. Additionally, EPUs played a key role during Operation Steady Rock 2015, Exercise Freedom Banner 2016, and Turbo Distributions 16-3 and 16-4.

Operations

October 2015

Expeditionary fast transport USNS Choctaw County departed Norfolk, Virginia and transited to its permanent forward-deployed location in Bahrain.

USNS Lewis B. Puller, the first of three planned expeditionary sea bases, arrived at Naval Station Norfolk for planned maintenance periods and to prepare for its first deployment.

USNS Spearhead returned to Norfolk, Virginia, after participation in Southern Partnership Station, where the ship and crew worked with regional partner navies, coast guards and civilian organizations on construction projects, port security and noncommissioned officer professional development.
Lt. Cmdr. Daniel Neverosky, assigned to Navy Sea Systems Command, and contractors with Phoenix International Incorporated deploy the Cable Underwater Recovery Vehicle aboard the Military Sealift Command ocean tug USNS Apache (T-ATF 172). Apache departed Norfolk, Virginia, to begin searching for wreckage from the missing U.S. flagged merchant vessel El Faro. The ship is equipped with several pieces of underwater search equipment, including a voyage data recorder locator, side-scan sonar and an underwater remote-operated vehicle. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Paul Kotara II/Released)

November
USNS Apache, accompanied by a team of diving and salvage experts from Naval Sea Systems Command using a remotely controlled submersible, located the missing vessel, El Faro.
USNS Big Horn was the primary replenishment oiler assigned to USS George Washington Carrier Strike Group. Supporting the UNITAS Atlantic-portion of Southern Seas 2015 in U.S. 4th Fleet, Big Horn played a key role in providing sustainment logistics to 10 U.S. Navy and coalition ships from Brazil, Cameroon, Chile, Dominican Republic, Guatemala, Honduras, Mexico, Peru, and Senegal.

January 2016
The Navy accepted delivery of USNS Brunswick, the sixth expeditionary fast transport.

November
Fast combat support ship USNS Arctic returned to Naval Station Norfolk from an eight-month deployment with USS Theodore Roosevelt Carrier Strike Group 12. Steaming more than 40,380 nautical miles over 243 days, the Arctic crew transferred 32 million gallons of fuel and 13,323 pallets of supplies and ammunition.

Rescue and salvage vessel USNS Grasp, along with the divers of Mobile Diving and Salvage Unit Company 2 (MDSU 2), returned to Joint Expeditionary Little Creek-Fort Story from a seven-month U.S. Africa Command deployment. The Grasp crew and MDSU 2 team worked closely with host nation divers and participated in theater security cooperation activities with partner nations.

December
The Navy’s first expeditionary fast transport USNS Spearhead and its crew and embarked staff of 100 U.S. Navy Sailors deployed on the ship’s third scheduled five-month deployment to U.S. Sixth Fleet in support of the capacity-building program Africa Partnership Station.
January

Two replenishment oilers, USNS Kanawha and USNS Patuxent, deployed to the U.S. 6th and 5th Fleet areas of operation, where these two combat logistics force ships were responsible for providing underway replenishment of fuel, fleet cargo, stores and other critical supplies that enable the fleets to remain at sea, on station, and combat ready.
USNS Grasp supported Navy MDSU 2 in conducting multiple dive training exercises off of Key West, Florida.

**February**

Fleet replenishment oiler USNS Leroy Grumman returned to Naval Station Norfolk after executing a five-month deployment in U.S. 6th Fleet, completing 43 at-sea replenishments, transferring nearly 1,000 pallets of crucial supplies and more than 6.8 million gallons of fuel.

Oceanographic survey ship USNS Maury was accepted by the Navy from builder VT Halter Marine. The Maury is designed to perform acoustic, biological, physical and geophysical surveys and named in honor of Commander Matthew Fontaine Maury.

**March**

Dry cargo and ammunition ship USNS Robert E. Peary served as the primary duty oiler during Exercise FOST (Flag Officer Sea Training), where the vessel provided operational sea training for all surface, submarines and royal fleet auxiliaries of the Royal Navy. After completing FOST, Peary supported exercise Joint Warrior 161, one of the largest military exercises in Europe.

After providing support to U.S. 5th and 6th Fleets, USNS Laramie returned to Norfolk, Virginia. The Laramie crew performed 56 at-sea-replenishments, transferring 4 million gallons of fuel and 249 pallets of critical cargo. In addition, Laramie’s port visits to Djibouti, Greece, Israel, Oman and Spain demonstrated the crew’s steadfast commitment to promote strong military and maritime relationships in these regions.

**April**

USNS Robert E. Peary supported exercise Cold Response 2016, a Norwegian-led exercise involving 6,500 members
of the Norwegian Armed Forces, and nearly 4,000 troops from 11 allied and partner nations including Great Britain, Germany, the Netherlands, Sweden, Poland, Denmark, Canada, Belgium, France, Latvia and approximately 300 NATO personnel. During the exercise, Peary conducted more than 31 replenishments and transferred more than 1 million gallons of fuel and 34 pallets of critical supplies to U.S. and coalition naval ships and aircraft at sea.

**May**

Fleet ocean tug USNS Apache towed the 40-year-old ex-Norfolk from Portsmouth Naval Shipyard, Kittery, Maine to Point Loma California, for a follow-on tow to the Puget Sound Naval Shipyard, Bremerton, Washington, for final disposition. United States ships lose their “USS” designation once they are decommissioned. USNS PFC Eugene A. Obregon participated in exercise Epic Guardian 2016, an annual U.S. Africa Command exercise, designed to promote cooperation, understanding, and interoperability between African partner nations and the United States.

The city of Brunswick, Georgia hosted its namesake ship, USNS Brunswick as part of the 78th Annual Blessing of the Fleet celebration. The city of Brunswick has a rich maritime history that dates back to World War II, serving as the site of a 435-acre shipyard that employed up to 16,000 workers at its peak. The yard produced 99 Liberty ships by the end of the war.

**June**

Fast combat support ship USNS Arctic deployed to U.S. 5th and 6th Fleets, with the USS Dwight D. Eisenhower Carrier Strike Group, where she supported maritime security operations, theater security cooperation efforts and missions for Operation Inherent Resolve.

MSC accepted delivery of USNS Carson City, the seventh expeditionary fast transport.

USNS Grapple joined the NATO migrant and refugee mission in the Aegean Sea. This marked the first time an American vessel was tasked to assist NATO’s Standing Maritime Group Two and was one of the most significant U.S. contributions to-date for the two-year-old migrant crisis in southern Europe.

**July**

MSC supported Operation Pacer Goose, the annual summer resupply mission to Thule Air Base in Greenland. MV SLNC Corsica, the cargo vessel and MT Maersk Peary, the tanker, brought supplies and fuel to the base.

**August**

Rear Adm. Dee Mewbourne relieved Rear Adm. T. K. Shannon as commander, Military Sealift Command, during a change of command ceremony aboard USNS Lewis B. Puller at Naval Station Norfolk, Virginia.

USNS Apache, along with personnel from the National Transportation Safety Board and the U.S. Coast Guard returned to the location of the sunken merchant ship El Faro to search for the voyage data recorder capsule.

USNS Grapple, along with 17 U.S. Navy Divers of MDSU 2 returned to Joint Expeditionary Base Little Creek, from
a successful five-month deployment, executing several high visibility operations and exercises. In particular, Grapple’s services were instrumental in assisting the Tunisian Navy in locating and salvaging the 90-foot-long French Tug La Galite, after more than 30 years on the bottom of the Sea in Bizerte, Tunisia.

September
Expeditionary fast transport USNS Carson City participated at the International Seapower Symposium (ISS) in Newport, Rhode Island. Carson City was pierside at the event where, in addition to hosting guests of ISS for tours, it was seen by hundreds of faculty and students from the Naval War College, Surface Warfare Officers School, and Naval Justice School as well as personnel from other commands aboard Naval Station Newport.

USNS Spearhead, along with its embarked crew of nearly 100 U.S. Navy Sailors, deployed to U.S. 4th Fleet to support the multinational capacity building exercise UNITAS 2016, an annual maritime exercise in the Southern Pacific and Atlantic Oceans.

Military Sealift Command Pacific – San Diego

Military Sealift Command Pacific (MSCPAC) exercises operational control over MSC ships in the U.S. 3rd Fleet area of operations in the Eastern Pacific from the U.S. West Coast to the International Dateline. During FY 2016, MSCPAC ships delivered fuel, food, supplies and ammunition to U.S. Navy combatants, performed a variety of special missions, and transported vital military cargo to U.S. and allied nations.

Operations

December 2015
Annual Operation Deep Freeze (ODF) resupply mission to McMurdo Station, Antarctica, began as chartered tanker ship MT Maersk Peary departed Male, Maldives, and chartered cargo ship MV Ocean Giant departed Naval Base Ventura County’s Port Hueneme pier.

January 2016
Secretary of the Navy Ray Mabus and Secretary of Agriculture Tom Vilsack observed Military Sealift Command Fleet Replenishment Oiler USNS Guadalupe successfully deliver 200,000 gallons of a blended mixture of biofuel to USS William P. Lawrence during two underway replenishments off the coast of San Diego. The underway replenishment demonstrated MSC’s support of the Great Green Fleet, an initiative highlighting the Navy’s efforts to transform its energy use to increase operational capability. USS Lawrence is one of five ships that makeup the USS John C. Stennis Carrier Strike Group (CSG). Later in the month, the CSG was joined by the MSC fast combat ship USNS Rainer delivering biofuel to the CSG’s ships and remained with the group, providing logistics services throughout the deployment.

February
ODF supply mission offloads began with the arrival of the chartered cargo ship MV Ocean Giant at McMurdo Station ice pier. Members of Navy Cargo Handling Battalion One, already on station, worked around-the-clock offloading the nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts. In addition, retrograde cargo such as trash and recyclable materials for disposal and equipment no longer required on the station, was loaded onto the ship for transportation off the continent.

Following MV Ocean Giant’s offload, the MT Maersk Peary delivered 4.5 million gallons of diesel fuel and 500,000 gallons of jet fuel, 100 percent of the fuel needed for the year. An MSC- chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station was established in 1955.
March
Rescue salvage ship USNS Salvor deployed to Hawaii in support of the recovery and salvage operations of two Marine Corps CH-53 helicopters. The ship provided a working platform for Navy divers and a deep-sea drone.

April
Off the coast of San Diego, fleet replenishment oiler USNS Yukon made history with MT Empire State as they conducted the first underway replenishment between a State Class tanker ship and an MSC oiler. The underway replenishment demonstrated MSC’s capability to refuel from tanker ships at sea.

May
MSC hospital ship USNS Mercy departed San Diego in support of the disaster response preparedness mission to Southeast Asia, Pacific Partnership 2016. The ship’s crew, composed of MSC civil service mariners who operate the ship, and Navy medical and support personnel who staff and oversee the ship’s hospital, visited countries throughout Southeast Asia including Timor Leste, the Philippines, Vietnam, Malaysia, Palau and Indonesia.

June
Large, medium-speed, roll-on/roll-off ships USNS Bob Hope and USNS Brittin participated in a Joint Logistics Over the Shore (JLOTS) exercise in the Pacific Northwest. Working with the Navy’s Beach Group ONE and reservists from Expeditionary Port Unit 116, Bob Hope and Brittin delivered 185 pieces of cargo that included 150 containers, 13 sections of Navy lighterage, vehicles, as well as a 1,000-person tent city. Using the Navy lighterage system, the cargo was delivered to the beach. JLOTS 2016 included the multi-agency disaster recovery exercises Cascadia Rising 2016 and Ardent Sentry 2016. The exercises focused on simulated emergency field response operations following a major earthquake and tsunami affecting the Puget Sound region.

July
Six MSC ships, USNS Henry J. Kaiser, USNS Rappahannock, USNS Rainier, USNS Washington Chambers, USNS Safeguard and USNS Navajo participated in the bi-annual exercise Rim of the Pacific in and around the Hawaiian Islands.

Throughout the month-long exercise, Kaiser, Rappahannock, Rainier and Washington Chambers provided logistics services to the 26 nations, 40 ships and submarines and more than 200 aircraft participating in the exercise. The four Combat Logistics Force Ships delivered over 11 million gallons of diesel ship fuel, nearly 6 million gallons of JP5 aviation fuel and 1,265 pallets.
of food and supplies during 108 replenishment-at-sea events. In addition to the delivery of fuel and stores, the ships provided personnel transfer services, small boat boarding training, and platforms for aviation training.

Rescue and salvage ship USNS Safeguard conducted a first-of-its-kind training exercise with the Chinese Navy’s submarine rescue ship Chang Dao (867). The ships conducted a simulated submarine rescue event, placing a faux-NATO submarine rescue chamber false seat on the sea floor at a depth of approximately 180 feet. In addition, Safeguard delivered decommissioned ships USS Thach (FFG 43) and USS Crommelin (FFG 37) to sites 50 miles offshore where they were used as part of a sinking exercise.

As the world’s largest international maritime exercise, Rim of the Pacific provided a unique training opportunity that helped participants foster and sustain cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world’s oceans.

**August**

Off the coast of Southern California expeditionary transfer dock ship USNS John Glenn and roll-on/roll-off container ship USNS GYSGT Fred W. Stockham conducted ship-to-ship testing, which put the vessels within feet of each other, allowing a ramp to be extended between the ships for vehicle transfers. Working with Naval Beach Group ONE, 26 vehicles were moved from Stockham to Glenn via vehicle transfer ramp during operations.

In addition, Glenn conducted landing craft air cushion (LCAC) launch and recovery operations from its LCAC docking bays. The test was part of a series of exercises designed to bring the ship closer to full operational capabilities as a part of the Maritime Prepositioning Force. Glenn’s mission will be as a seagoing pier for friendly forces in case accessibility to onshore bases are denied such as following a natural disaster like a hurricane or typhoon, and for supporting naval forces at sea and ashore.

**September**

MSC hospital ship USNS Mercy returned to Naval Base San Diego after a five-month deployment to Southeast Asia in support of Pacific Partnership 2016. Mercy, crewed by 70 mariners during the deployment, served as the command platform for the mission. Pacific Partnership 2016 marked the 11th year of the annual disaster response preparedness mission, and conducted mission stops in Timor Leste, Philippines, Vietnam, Malaysia, Palau and Indonesia. Crew and staff shared expertise and experiences in humanitarian assistance disaster relief planning, collaborative medical care, civil engineering, and community relation events. Embarked aboard Mercy throughout the mission were military and civilian personnel from Australia, Canada, Japan, Malaysia, New Zealand, Republic of Korea, Singapore and the U.S.
Operations

October 2015

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

Oceanographic survey ships USNS Pathfinder and USNS Bruce C. Heezen conducted routine survey operations throughout the area of operations during the year.

The three largest cargo offloads during the fiscal year were MV Seattle’s offload of 403 TEUs in Nordenham, Germany; MV EOT Spar’s offload of 121 TEUs in Ashdod, Israel; and the offload of 106 TEUs in Agalar, Turkey.

U.S. 6th Fleet command ship USS Mount Whitney participated in the At-Sea Defense of Europe Demonstration as a viewing platform off the coast of Scotland in October 2015. Foreign dignitaries embarked aboard the command ship to witness the demonstration.
November
Prepositioning ship USNS SGT William R. Button participated in sealift operations for Exercise Trident Juncture in Rota, Spain.

January 2016
Expeditory fast transport USNS Spearhead entered U.S. 6th Fleet area of operations in January for a four-month deployment to West Africa for Africa Partnership Station, an ongoing effort to leverage training and operational engagements among regional partners. After a short stop for fuel and the on-load of personnel and cargo in Rota, Spain, Spearhead made port stops in Dakar, Senegal; Sekondi, Ghana; Douala, Cameroon; and Libreville, Gabon. The ship participated in multinational exercise Saharan/Obangame Express, playing lead roles in the exercises as a platform for boarding scenarios, with U.S. partners in the Gulf of Guinea. Spearhead’s civil service mariners and military crew also conducted two months of Africa Maritime Law Enforcement operations in Cameroon, Ghana and Senegal with members of the Cameroonian, Ghanaian and Senegalese navies, marine police and fisheries departments.

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

June
Rescue/salvage ship USNS Grapple joined Standing NATO Maritime Group Two (SNMG2) in the Aegean Sea in June. The units of SNMG2 patrol as a part of NATO’s participation in the international efforts to cut the lines of illegal trafficking and illegal migration in the Aegean Sea. NATO ships complement national and European Border and Coast Guard Agency assets with very modern systems for surveillance, reconnaissance and monitoring.

September
Rescue/salvage ship USNS Grasp, along with Mobile Dive and Salvage Unit Two (MDSU2), aided Naval History and Heritage Command in the continued search for the Revolutionary War shipwreck Bonhomme Richard in the North Sea. During the first week of September, a team on board USNS Grasp conducted a survey using side-scan sonar and marine magnetometers to investigate this wreckage site.
USNS Grasp also participated in a Prisoner of War/Missing in Action recovery mission in the Adriatic Sea. The ship’s crew conducted operations to search for the remains of a sunken WWII B-24 Liberator that crashed after a mission north of Rome in 1944.

Expeditionary fast transport USNS Choctaw County transited the Mediterranean Sea en route to its forward-deployed location in U.S. 5th Fleet. During its transit, the ship underwent a dry dock yard period in Rijeka, Croatia.

Military Sealift Command Central – Manama, Bahrain

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

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

Operations

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

October
Dry cargo and ammunition ship USNS Alan Shepard provided a platform to conduct a ship boarding exercise for crisis response element personnel.

During FY 2016, combat logistics force ships under MSCCENT’s tactical command conducted replenishment-at-sea events delivering pallets of food and supplies and millions of gallons of fuel to Navy and coalition ships. Tankers in the MSCCENT area of operations delivered nearly 400 million gallons of fuel worth more than $900 million to Department of Defense distribution depots across the region. Additionally, MSC delivered more than 3.4 million pieces of ammunition worth over $530 million. In aggregate, MSCCENT moved nearly $2 billion worth of fuel, stores, ammo, and other supplies to the fleet.
November
Oceanographic survey ship USNS Bruce C. Heezen hosted a reception in port Muscat, Oman, with Commander, Naval Meteorology and Oceanography Command to celebrate 35 years of cooperative survey activity with Oman.

December
CTF 53 assumed tactical command of RFA Fort Victoria (United Kingdom replenishment vessel) and FS Marne (French replacement oiler) and fully integrated them into the replenishment schedule. FS Marne deployed to U.S. 5th Fleet to support the Charles De Gaulle Strike Group.

January 2016
A first for the French Navy, FS Marne replenished USS Bulkeley at sea with fuel, cargo, mail, and provisions.

February
Expeditionary fast transport USNS Choctaw County joined U.S. 5th Fleet and embarked 83 Marines in support of an amphibious landing exercise. Choctaw County disembarked the Marines via CH-53 helicopter as part of an assault force.

March
Fleet ocean tug USNS Catawba participated in a Royal Navy of Oman-led mine-counter measures exercise designed to strengthen our coalition and Omani relationships.

HAMAS Darwin (FFG 04, Australian frigate) transferred a large weapons cache to USNS Patuxent for further transfer to Bahrain for disposition.

April
Fleet replenishment olier USNS Patuxent replenished USS Blue Ridge (LCC 19) as the U.S. 7th Fleet command ship operated off the coast of Mumbai, India, highlighting the ability of U.S. 5th Fleet ships to support other area Fleet assets.

During International Mine Counter Measure Exercise (IMCMEX) 2016, USNS Choctaw County hosted 25 media personnel during IMCMEX’s media day as they transited to Kuwait. The expeditionary fast transport successfully offloaded and backloaded the support equipment for the exercise in Kuwait while serving as a command and control platform, demonstrating the ship’s versatility.
May
At the conclusion of IMCMEX 2016, USNS Catawba embarked three sea lions to support mine shape recovery in the Gulf of Oman and the Arabian Gulf.

June
Approximately 13 million gallons of F76 fuel was delivered to the newly established Defense Fuel Support Point in Salalah, Oman. USNS Patuxent was the first combat logistics force ship to lift fuel from Salalah.

July
USNS Catawba transported and launched five Low Cost Mobile Targets and two remote controlled High-Speed Mobile Surface Targets in support of a GRIFFIN missile shoot.

August
Fleet replenishment oiler USNS Laramie hosted CTF 465 Commander (Dutch Admiral) while conducting replenishment at sea with HNLMS Tromp (Netherlands Navy frigate) near the Horn of Africa.

Navy Lieutenant Nathan A. Peck, Maritime Logistics and Scheduling Coordinator, was awarded the Admiral Stanley R. Arthur Military Logistician of the Year Award for 2015 for his efforts in covering personnel gaps in the operations department, his scheduling expertise, and his work in integrating coalition partners from the United Kingdom and France into our replenishment schedules.

September
Dry cargo and ammunition ship USNS Alan Shepard supported exercise Eastern Eagle 2016, a bi-lateral exercise with United Arab Emirates, by serving as a rehearsal ship for helicopter deck landing qualifications and fast rope exercises.
Military Sealift Command Far East – Singapore

Military Sealift Command Far East (MSCFE) exercises operational control over Military Sealift Command ships that support U.S. Pacific Command, U.S. Transportation Command and U.S. 7th Fleet. MSCFE is co-located with Commander, Logistics Group, Western Pacific/Commander, Task Force 73 at Sembawang Wharves in Singapore. During FY 2016, MSCFE managed a daily average of 49 ships representing all mission areas in the vast U.S. 7th Fleet area of operations.

Operations

October 2015
MSC-chartered shuttle ships MV Mohegan, MV Transatlantic and MV Ocean Crescent moved dry cargo and supplies to and from the remote island of Diego Garcia 12 times during the fiscal year. MSC fuel tankers moved aviation and diesel fuel to ports throughout the region, including Guam, Japan, Republic of Korea, Wake Island, Diego Garcia, Singapore, and Kwajalein Atoll.

USNS Lewis and Clark, with Commander, Maritime Prepositioning Ships Squadron TWO and U.S. Marines and Coast Guard members embarked, supported Exercise Koa Moana 15-3, a four-month international exercise with partners in the Pacific Island Nations of Oceania. Members of U.S. Coast Guard, along with host nation ship riders, conducted Oceania Maritime Security Initiative operations, a Secretary of Defense program aimed to diminish transnational illegal activity on the high seas and enhance regional security and interoperability with partner nations.

November
Singapore Area Coordinator Community, spearheaded by MSCFE, concluded a two-month-long book drive that resulted in the local Sembawang community collecting more than 1,200 books. The books were delivered to local school children in Rayong and Chantabri, Thailand, in December during a community outreach event.

December
MSCFE and civilian mariners of USNS Walter S. Diehl delivered more than 1,200 English children’s books to the Pong Nam Ron, Pliu and Ban Trok Nong elementary schools in Thailand as part of a community outreach event to foster goodwill. The mariners also participated in beautification projects at the schools.

January 2016
Maritime Prepositioning Force (MPF) ship USNS 1st Lt. Jack Lummus and surge sealift ship USNS Maj Stephen W. Pless arrived in Thailand to offload vital military equipment in support of Marine Corps and Army personnel participating in Exercise Cobra Gold 2016 (CG16). The Pless was concurrently supporting Pacific Pathways 16-1, a transportation operation that delivers equipment for the U.S. Army for three separate exercises in one voyage: Cobra Gold in Thailand, Foal Eagle in South Korea, and Balikatan in the Philippines. USNS Amelia Earhart conducted replenishment-at-sea (RAS) with seven Japanese Defense Force ships in a single underway replenishment.

Reserve Unit MSCFE 101 (HQ) supported the command post exercise in Keen Edge 2016 out of the ship maintenance and support hub in Yokohama, Japan.
February
MSC ships offloaded hundreds of pieces of U.S. Marine Corps equipment, containerized supplies and personnel in support of exercises Freedom Banner 2016 and Ssang Yong 2016 in the vicinity of South Korea. Freedom Banner, a Navy and Marine Corps deployment and offload/backload exercise that is nested within Ssang Yong, brought multiple commands together to offload MPF ships USNS GYSGT Fred W. Stockham, USNS PFC Dewayne T. Williams, and Dry Cargo/Ammunition Ship USNS Sacagawea. High-speed vessel Westpac Express delivered hundreds of service members from various locations in the Pacific region to South Korea to participate in the exercises.
March
MPF ship USNS GYSGT Fred W. Stockham and expeditionary transfer dock USNS Montford Point performed a “skin-to-skin” maneuver as part of exercise Ssang Yong. The operation enabled the two ships to test capabilities as well as practice transferring large cargo, such as vehicles, at sea.

MPF ship USNS 1ST LT Jack Lummus, expeditionary fast transport USNS Millinocket and USNS MAJ Stephen W. Pless arrived in the Philippines and offloaded cargo to 3rd Marine Expeditionary Force Marines in support of exercise Balikatan 16. The exercise is an annual bilateral event that involves U.S. military and Armed Forces of the Philippines personnel, and subject matter experts from Philippine Civil Defense agencies.

April
Dry cargo and ammunition ship USNS Charles Drew conducted a replenishment at sea with U.S. and foreign vessels that participated in exercise Komodo. The Charles Drew delivered fuel and goods to the guided missile destroyer USS Stockdale (DDG 106), fuel to the Japanese helicopter destroyer JS ISE (DDH 182), and cargo to Australian frigate HMAS Anzac (FF 150). The replenishments occurred during transit after the multimodal naval exercise Komodo, which featured 35 navies across the Indo-Asia-Pacific region.

May
Hospital ship USNS Mercy arrived in the U.S. 7th Fleet area of operations in support of Pacific Partnership 2016, a multilateral, disaster relief preparedness mission conducted in the Indo-Asia-Pacific Region. The Mercy conducted stops in Timor Leste, the Philippines, Vietnam, Malaysia, Indonesia and Palau. Partners from around the Pacific supported the exercise to include: Australia, Japan, New Zealand, Republic of Korea, Singapore, Canada, and the United Kingdom.

June
MV Ocean Glory arrived in Thailand in support of exercise Hanuman Guardian which took place from June through August. This is the first of a three-part Strategic Sealift event supported by U.S. Army’s Pacific Pathways series of exercises and was designed to promote partnership and interoperability between the U.S. and three Southeast Asian countries’ militaries. The three-part event included Hanuman Guardian in Thailand, Keris Strike in Malaysia, and Garuda Shield in Indonesia.

USNS Sacagawea arrived in Darwin, Australia, and conducted a series of events as part of exercise Koa Moana 16. The Marine Corps embarked personnel and the Sacagawea crew offloaded equipment and ammunitions for Marine Rotational Force-Darwin.

The expeditionary transfer dock USNS Montford Point participated in Cooperation Afloat Readiness and Training (CARAT) across the area of operation and worked closely with USS Stethem (DDG 63), USS Ashland (LSD 48) and Philippine Ship BRP Gregorio Del Pilar (FF 15) in various events.

**July**

Expeditionary transfer dock USNS Montford Point and MPF ship USNS Dahl performed two successful days of “skin-to-skin” operations to demonstrate MSC’s unique seabasing capability. The event displayed the two ships’ ability to transfer large cargo, such as vehicles, at sea.

MSC reserve-component Sailors traveled to Korea and Singapore and participated in Ulchi Freedom Guardian 2016 (UFG 16). The MSC Sailors were from MSCFE Detachment 101 out of St. Louis, Missouri; MSCFE Detachment 102 out of Kansas City, Missouri; Expeditionary Port Unit (EPU) 108 out of Atlanta; and EPU 115 out of Honolulu. Exercise UFG 16 is an annual, combined command and control exercise designed to improve the Alliance’s ability to defend the Republic of Korea (ROK), and sustain the capabilities that strengthen the ROK-U.S. Alliance.

MSC’s voyage-charter MV Ocean Glory rescued an Indonesian fisherman in the vicinity of the Straits of Bali while in route to Banyuwangi, Indonesia.

**September**

Expeditionary fast transport ship USNS Millinocket participated in UFG 16 while staff from Commander Logistics Group Western Pacific and MSCFE embarked aboard the vessel. During the exercise, logisticians and reserve personnel assumed watch stations aboard Millinocket, monitoring, tracking, and coordinating the movement of fuel, supplies, and ordnance within a table-top scenario.
Expenses

**TWCF FY16 Direct Expenses ($M)**

- Labor: $0.0
- M&R: $10.2
- Fuel/Chemicals: $44.0
- Ship Lease & Charter: $92.8
- Contract Services: $101.1
- Ship Equip & Spares: $383.3
- Port & Canal: $6.4
- Communications/IT: $10.6
- Travel/Training: $2.8
- All Other Ship Costs: $0.0

MSC Executed 89% of Budgeted TWCF Direct Expenses

**NWCF FY16 Direct Expenses ($M)**

- Labor: $131.0
- M&R: $21.7
- Fuel/Chemicals: $442.7
- Ship Lease & Charter: $598.0
- Contract Services: $395.1
- Ship Equip & Spares: $605.1
- Port & Canal: $165.6
- Communications/IT: $2.8
- Travel/Training: $10.6
- All Other Ship Costs: $47.1

MSC Executed 92% of Budgeted NWCF Direct Expenses
### FY16 Indirect Costs ($M)

- Military Pay/Misc: $30.8
- CIVMAR Pipeline: $19.0
- Force Protection: $7.2
- Logistics: $64.4
- IT: $137.0
- Engineering Supt: $7.9
- Squadron Costs: $19.5
- Commodities: $159.6
- Depreciation: $10.9
- TACs: $4.1
- Labor: $16.6
- Milpers: $5.1
- Depreciation: $31.9
- USTC HQ: $43.2
- Travel: $10.4
- IT: $3.8
- Rental/Lease/Space: $0.5
- Supplies/Equipment: $2.3
- Training: $18.4
- DFAS: $5.1
- Other/Other Contracts: $0.5

MSC Executed 96% of Budgeted Indirect Expenses

### FY16 General & Administrative Costs ($M)

- Labor: $4.1
- Milpers: $16.6
- Depreciation: $10.4
- USTC HQ: $31.9
- Travel: $5.1
- IT: $18.4
- Rental/Lease/Space: $3.8
- Supplies/Equipment: $2.3
- Training: $10.4
- DFAS: $43.2
- Other/Other Contracts: $0.5

MSC Executed 92% of Budgeted General and Administrative Expenses
## Dry Cargo and Petroleum Movement

### Combat Logistics Force

<table>
<thead>
<tr>
<th>Replenishment Summary (deliveries)</th>
<th>Pallets</th>
<th>Barrels</th>
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</thead>
<tbody>
<tr>
<td>Dry Cargo</td>
<td>78,484</td>
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<tr>
<td>Ordnance</td>
<td>35,240</td>
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<tr>
<td><strong>TOTAL Dry Cargo and Ordnance Transferred</strong></td>
<td><strong>113,724</strong></td>
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<tr>
<td>Diesel Fuel Marine</td>
<td></td>
<td>8,216,556</td>
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<tr>
<td>Jet Fuel (JP5)</td>
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<td>2,565,261</td>
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<tr>
<td><strong>TOTAL Petroleum Transferred</strong></td>
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<td><strong>10,781,817</strong></td>
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</table>

### Sealift Program

#### Dry Cargo: U.S. Flag vs Foreign Flag

<table>
<thead>
<tr>
<th>Measurement Tons</th>
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</thead>
<tbody>
<tr>
<td>U.S. Flag</td>
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<tr>
<td>Commercial (Time and Voyage Charter)</td>
<td>418,333</td>
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<tr>
<td>Government-Owned</td>
<td>58,032</td>
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<tr>
<td>Foreign Flag</td>
<td>10,189</td>
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<tr>
<td><strong>TOTAL Dry Cargo Transported</strong></td>
<td><strong>486,554</strong></td>
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#### Petroleum: Type Product

<table>
<thead>
<tr>
<th>Barrels</th>
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<tr>
<td>Jet Fuel (JP8)</td>
<td>5,716,971</td>
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<tr>
<td>Jet Fuel (JP5)</td>
<td>19,873,654</td>
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<tr>
<td>Thermo-Stable (JPTS)</td>
<td>84,987</td>
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<tr>
<td>Diesel Oil (F76)</td>
<td>11,472,123</td>
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<tr>
<td>Intermediate Fuel Oil</td>
<td>107,932</td>
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<tr>
<td><strong>TOTAL Petroleum Products Transported</strong></td>
<td><strong>37,255,667</strong></td>
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#### Petroleum: 1904 Cargo Preference Act

<table>
<thead>
<tr>
<th>Barrels</th>
<th></th>
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<tbody>
<tr>
<td>U.S. Flag Long-Term Charter and Government-Owned</td>
<td>20,547,793</td>
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<tr>
<td>U.S. Flag Voyage Charter</td>
<td>2,749,035</td>
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<tr>
<td>Foreign Flag Time and Voyage Charter</td>
<td>13,958,838</td>
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<tr>
<td><strong>TOTAL Petroleum Products Transported</strong></td>
<td><strong>37,255,667</strong></td>
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<tr>
<td>Operation</td>
<td>MSC Ships</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Africa Partnership Station</td>
<td>USNS Spearhead</td>
</tr>
<tr>
<td>Consolidated Operations (CONSOL)</td>
<td>USNS Yukon M/T Empire State</td>
</tr>
<tr>
<td>Deep Freeze</td>
<td>MT Maersk Peary MV Ocean Giant</td>
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<tr>
<td>Great Green Fleet</td>
<td>USNS Guadalupe USNS Rainier</td>
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<tr>
<td>Pacer Goose</td>
<td>MV SLNC Corsica MT Maersk Peary</td>
</tr>
<tr>
<td>Pacific Partnership</td>
<td>USNS Millinocket, USNS Richard E. Byrd USNS Mercy</td>
</tr>
<tr>
<td>Recovery of the El Faro Voyage Data Recorder</td>
<td>USNS Apache</td>
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<tr>
<td>Southern Partnership Station</td>
<td>USNS Spearhead</td>
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## Exercise Participation

<table>
<thead>
<tr>
<th>Exercise</th>
<th>Host</th>
<th>MSC Participants</th>
<th>Location</th>
<th>Dates</th>
<th>Purpose</th>
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<tbody>
<tr>
<td>Balikatan</td>
<td>PACOM / Philippines</td>
<td>USNS 1ST LT Jack Lummus</td>
<td>Philippines</td>
<td>April 16</td>
<td>Joint military drills designed to promote regional engagement and improve military interoperability between Filipino, U.S. and allied forces</td>
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<tr>
<td></td>
<td></td>
<td>USNS Millinocket</td>
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<td></td>
<td>USNS MAJ Stephen W. Pless</td>
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<td></td>
<td></td>
<td>Mobile Sealift Operations Center (MSOC)</td>
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<td></td>
<td></td>
<td>MSC Reservists</td>
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<tr>
<td>Cobra Gold</td>
<td>PACOM</td>
<td>USNS MAJ Stephen W. Pless</td>
<td>Thailand</td>
<td>Feb. 16</td>
<td>Command post exercise, senior leader seminar, humanitarian civic assistance projects, and a field training exercise to help build regional relationships</td>
</tr>
<tr>
<td></td>
<td></td>
<td>USNS 1ST LT Jack Lummus</td>
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<td></td>
<td></td>
<td>Mobile Sealift Operations Center (MSOC)</td>
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<td>MSC Reservists</td>
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<tr>
<td>Cooperation Afloat Readiness and Training</td>
<td>PACOM</td>
<td>USNS Montford Point</td>
<td>Western Pacific</td>
<td>June - Nov. 16</td>
<td>Annual bi-lateral exercises focused on addressing shared maritime security priorities, enhance interoperability among participating forces, and develop sustained naval partnerships</td>
</tr>
<tr>
<td>exercise series</td>
<td></td>
<td>USNS Millinocket</td>
<td></td>
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<td></td>
<td></td>
<td>USNS Matthew Perry</td>
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<td></td>
<td></td>
<td>USNS Salvor</td>
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</tr>
<tr>
<td>Freedom Banner and Saang Yong</td>
<td>PACOM/ Republic of Korea</td>
<td>USNS GYSGT Fred W. Stockham</td>
<td>Republic of Korea</td>
<td>Feb. - March 16</td>
<td>Biennial exercise conducted by forward deployed forces with the Republic of Korea designed to strengthen interoperability and working relationships</td>
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<tr>
<td></td>
<td></td>
<td>USNS PFC Dewayne T. Williams</td>
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<td></td>
<td></td>
<td>USNS Sacagawea</td>
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<td></td>
<td></td>
<td>USNS VADM K.R. Wheeler</td>
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<td></td>
<td></td>
<td>USNS Fast Tempo</td>
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<tr>
<td></td>
<td></td>
<td>USNS Montford Point</td>
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<tr>
<td></td>
<td></td>
<td>MV Westpac Express</td>
<td></td>
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</tr>
<tr>
<td>International Mine Countermeasures Exercise</td>
<td>NAVCENT</td>
<td>USNS Choctaw County</td>
<td>Arabian Gulf</td>
<td>April 16</td>
<td>Multi-national exercise for mine counter-measure maritime operations designed to promote international interoperability, protect global commerce and ensure secure sea lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>USS Ponce</td>
<td>Arabian Sea</td>
<td></td>
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<td></td>
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<td></td>
<td>Gulf of Oman</td>
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<td>Red Sea</td>
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<td>Indian Ocean</td>
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</tr>
<tr>
<td>Joint Logistics Over the Shore</td>
<td>NORTHCOM/ TRANSCOM</td>
<td>USNS Bob Hope</td>
<td>Pacific Ocean/ U.S. Northwest</td>
<td>June 16</td>
<td>Exercise cargo distribution via a field training exercise when heavily damaged port infrastructure forces alternative means of sealift delivery</td>
</tr>
<tr>
<td></td>
<td></td>
<td>USNS Brittin</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>MSCHQ, MSCPAC</td>
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<td></td>
<td></td>
<td>MSC Reservists</td>
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</tr>
<tr>
<td>Key Resolve / Foal Eagle</td>
<td>PACOM</td>
<td>MSCFE</td>
<td>Republic of Korea</td>
<td>March 16</td>
<td>Annual command post exercise for the Republic of Korea-U.S. to train Alliance forces</td>
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<tr>
<td></td>
<td></td>
<td>MSCPAC</td>
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<tr>
<td></td>
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<td>MSC Reserves</td>
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<tr>
<td>Pacific Pathways 16-1</td>
<td>U.S. Army Pacific</td>
<td>USNS MAJ Stephen W. Pless</td>
<td>Western Pacific</td>
<td>June - Aug. 16</td>
<td>Regional engagement and exercises with Pacific nations</td>
</tr>
<tr>
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</table>

<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>Pacific Pathways 16-2</td>
<td>U.S. Army Pacific</td>
<td>MV Ocean Glory</td>
<td>Western Pacific</td>
<td>June - Aug. 16</td>
<td>Regional engagement and exercises with Pacific nations</td>
</tr>
<tr>
<td>Rim of the Pacific</td>
<td>PACOM</td>
<td>USNS Henry J. Kaiser USNS Rappahannock USNS Rainier USNS Washington Chambers MSCPAC MSCO HI MSC Reservists</td>
<td>Pacific Ocean</td>
<td>June - Aug. 16</td>
<td>Biennial international maritime exercise</td>
</tr>
<tr>
<td>Southeast Asia Cooperation and Training Exercise</td>
<td>Republic of Singapore Navy</td>
<td>USNS Montford Point USNS Walter S. Diehl</td>
<td>South China Sea</td>
<td>Aug. 16</td>
<td>Multi-national exercise combating piracy and other crimes in Southeast Asia’s heavily trafficked waters</td>
</tr>
<tr>
<td>Turbo Activation</td>
<td>TRANSCOM</td>
<td>USNS Benavidez USNS Brittin USNS Fisher USNS Mendonca USNS Gilliland</td>
<td>CONUS</td>
<td>Oct. 15 - Sept. 16</td>
<td>No-notice exercises that measure the activation time and personnel and materiel readiness of selected U.S. Maritime Administration Ready Reserve Force vessels and MSC surge fleet</td>
</tr>
<tr>
<td>Turbo Challenge</td>
<td>TRANSCOM</td>
<td>MSCHQ MSCPAC MSC DET Program Managers MSC Reservists</td>
<td>CONUS</td>
<td>June 16</td>
<td>USTRANSCOM and components provide logistical support capabilities to a geographic combatant command</td>
</tr>
<tr>
<td>Ulchi-Freedom Guardian</td>
<td>PACOM</td>
<td>Military Sealift Operations Centers (MSOC), MSCFE, MSC Reservists</td>
<td>Republic of Korea</td>
<td>Aug. 16</td>
<td>Defense-oriented exercise designed to enhance readiness, protect the region and maintain stability</td>
</tr>
<tr>
<td>Valiant Shield / Pacific Sentry</td>
<td>PACOM</td>
<td>USNS Walter S. Diehl</td>
<td>Western Pacific</td>
<td>Sept. 16</td>
<td>Integrated joint training among U.S. forces to increase participants’ ability to plan, communicate and conduct complex maritime operations</td>
</tr>
</tbody>
</table>
Awards

MSC Marine Employee of the Year
Casey Penney - First Assistant Engineer

Mariner Awards of Excellence
Casey Penney - First Assistant Engineer
Tracy McGowin - Second Assistant Engineer
Angel Canlas - Electronics Technician
Emerson Impat - Deck Engineer Machinist
Stephen Scott - First Officer
Brian Smith - Second Officer
James Conner - Boatswain
Qulumaula Abdur-Rahim - Boatswain
Justin Figuracion - Yeoman Storekeeper
Joel Calanayen - Assistant Cook
Josefina Noa - Purser

Shipmate of the Year Award
Ronilon Barcelona - Refrigeration Engineer
Lester Blunt, Jr. - Chief Cook
Angel Canlas - Electronics Technician
Sammie Dixon - Chief Electrician
Clifford Eugene - Refrigerator Engineer
Jeffrey January - Second Cook
Romeo Mina - Utilityman
Roberto Misenas - Boatswain
Mario Sanhudo - Third Assistant Engineer
Gregory Shergur - Chief Radio Electronics Technician

Distinguished Career Achievement Award
James Dolan - Master

Special Act/Special Service Award
Blaine Darling - Chief Engineer
Timothy Lockwood - Master
David Perkins - Chief Engineer
Senjamin Tai - Chief Engineer

Military Sealift Command Sailor of the Year
Shore Sailor - YN1 (AW) Theodore B. Doyen, MSCFE (Korea)
Sea Sailor - HM1 Christopher D. Taylor, USS Mercy

Captain David M. Cook
Foodservice Excellence Award
Large Ship Category - USS Mount Whitney (LCC 20)
Medium Ship Category - USNS Richard E. Byrd (T-AKE 4)
Small Ship Category - USNS Pecos (T-AO 197)

Foodservice Excellence Award, Small Ship Category Winner - USNS Pecos (T-AO 197)
Awards

Chief of Naval Operations - Environmental Quality Award
USS Emory S. Land (AS 39)

Chief of Naval Operations - ADM Stan Arthur Award
Robert Boldin - Civilian Logistician of the Year

Secretary of the Navy - Energy Conservation Award Nominee
USNS Henry J. Kaiser (T-AO 187)

Secretary of the Navy - Energy Conservation Platinum Award Nominee
USNS Alan Shepard (T-AKE 3)

U.S. Transportation Command - Commander’s Innovation Showcase Award
Combat Logistics Force (CLF) Load Management Team (N46)

Navy League - Captain Arthur L. Johnson Award for Inspirational Leadership
William J. Hartman - Master

Navy League - Able Seaman Oscar Chappell Award for Outstanding Maritime Stewardship
Micahel E. Frederick - Steward Cook

United Seamen’s Service - Admiral of the Ocean Sea Award
MV Ocean Glory - Mariners’ Plaque
USNS Mercy - Pacific Partnership Recognition Award

TRANSOCOM Commander’s Innovation Showcase Award - Combat Logistics Force (CLF) Load Management Team (N46)
# Employment and Personnel

## Civil Service Mariner Employment
### Recruiting, Training and Future Needs

<table>
<thead>
<tr>
<th>Applications Received</th>
<th>Mariners Employed/Trained</th>
<th>Year-end Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,110</td>
<td>492</td>
<td>5,901</td>
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</tbody>
</table>

## MSC Workforce
### Afloat and Ashore

<table>
<thead>
<tr>
<th>FY 2015</th>
<th>FY 2016</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Afloat</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civil Service Mariners</td>
<td>5,833</td>
<td>5,901</td>
</tr>
<tr>
<td>Commercial Mariners</td>
<td>1,390</td>
<td>1,390</td>
</tr>
<tr>
<td>Military (active component)</td>
<td>152</td>
<td>163</td>
</tr>
<tr>
<td>Military (reserve component)</td>
<td>329</td>
<td>303</td>
</tr>
<tr>
<td><strong>Total Afloat</strong></td>
<td>7,704</td>
<td>7,757</td>
</tr>
<tr>
<td><strong>Ashore</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civilian (direct/indirect)</td>
<td>1,166</td>
<td>1,243</td>
</tr>
<tr>
<td>Military (active component)</td>
<td>163</td>
<td>166</td>
</tr>
<tr>
<td>Military (reserve component)</td>
<td>528</td>
<td>567</td>
</tr>
<tr>
<td><strong>Total Ashore</strong></td>
<td>1,857</td>
<td>1,976</td>
</tr>
<tr>
<td><strong>Total Personnel</strong></td>
<td>9,561</td>
<td>9,733</td>
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</table>
## Government-owned Ships

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>174</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Privately-owned Ships</strong></td>
<td><strong>17</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fleet Replenishment Oiler</strong></td>
<td><strong>15</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Dry Cargo/Ammunition Ship</strong></td>
<td><strong>12</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fast Combat Support Ship</strong></td>
<td><strong>3</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fleet Ocean Tug</strong></td>
<td><strong>4</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Rescue and Salvage Ship</strong></td>
<td><strong>4</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Hospital Ship</strong></td>
<td><strong>2</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Submarine Tender</strong></td>
<td><strong>2</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Command Ship</strong></td>
<td><strong>1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Afloat Forward Staging Base (Interim)</strong></td>
<td><strong>1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Expeditionary Sea Base</strong></td>
<td><strong>1</strong></td>
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</tr>
<tr>
<td><strong>Cable Laying/Repair Ship</strong></td>
<td><strong>1</strong></td>
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</tr>
<tr>
<td><strong>Expeditionary Fast Transport</strong></td>
<td><strong>7</strong></td>
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<tr>
<td><strong>Submarine and Special Warfare Support Ship</strong></td>
<td><strong>9</strong></td>
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</tr>
<tr>
<td><strong>Privately-owned</strong></td>
<td><strong>5</strong></td>
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</tr>
<tr>
<td><strong>Oceanographic Survey Ship</strong></td>
<td><strong>6</strong></td>
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<tr>
<td><strong>Ocean Surveillance Ship</strong></td>
<td><strong>5</strong></td>
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<tr>
<td><strong>Missile Range Instrumentation Ship</strong></td>
<td><strong>2</strong></td>
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<tr>
<td><strong>Navigation Test Support Ship</strong></td>
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</tr>
<tr>
<td><strong>Sea-based X-band Radar Ship</strong></td>
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<tr>
<td><strong>Maritime Prepositioning Ships</strong></td>
<td><strong>14</strong></td>
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</tr>
<tr>
<td><strong>Container/Roll-on/Roll-off Ship</strong></td>
<td><strong>6</strong></td>
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</tr>
<tr>
<td><strong>Large, Medium-Speed, Roll-on/Roll-off Ship</strong></td>
<td><strong>4</strong></td>
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</tr>
<tr>
<td><strong>Expeditionary Transfer Dock</strong></td>
<td><strong>2</strong></td>
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<tr>
<td><strong>Dry Cargo/Ammunition Ship</strong></td>
<td><strong>2</strong></td>
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<tr>
<td><strong>Army Prepositioned Stocks-3 Ships</strong></td>
<td><strong>7</strong></td>
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<tr>
<td><strong>Container Ship</strong></td>
<td><strong>2</strong></td>
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<tr>
<td><strong>Navy, Marine Corps, Air Force Ships</strong></td>
<td><strong>4</strong></td>
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</tr>
<tr>
<td><strong>Container Ship</strong></td>
<td><strong>2</strong></td>
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</tr>
<tr>
<td><strong>Offshore Petroleum Distribution Ship</strong></td>
<td><strong>1</strong></td>
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</tr>
<tr>
<td><strong>Offshore Petroleum Distribution Support Ship</strong></td>
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</tr>
<tr>
<td><strong>High-Speed Transport</strong></td>
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<tr>
<td><strong>High-Speed Vessel</strong></td>
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<td><strong>Large, Medium-Speed, Roll-on/Roll-off Ship</strong></td>
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<tr>
<td><strong>Roll-on/Roll-off Container Ship</strong></td>
<td><strong>5</strong></td>
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<tr>
<td><strong>Tankers</strong></td>
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<tr>
<td><strong>Privately-owned</strong></td>
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</tr>
<tr>
<td><strong>Dry Cargo Ship</strong></td>
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<tr>
<td><strong>Roll-on/Roll-off Ship</strong></td>
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<td><strong>Fast Sealift Ship</strong></td>
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<td><strong>Auxiliary Crane Ship</strong></td>
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<tr>
<td><strong>Heavy-lift Ship</strong></td>
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<td><strong>Aviation Maintenance Ship</strong></td>
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<tr>
<td><strong>OPDS Tanker</strong></td>
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UNITED WE SAIL