



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

2009

In Review

Report Documentation Page

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Cover:

MSC fleet replenishment oiler USNS Rappahannock conducts an at-sea refueling with amphibious dock landing ship USS Tortuga, left, and amphibious assault ship USS Essex, right, in the Gulf of Thailand. Guided-missile destroyer USS Stethem and amphibious dock landing ship USS Harpers Ferry trail the formation. The ships participated in Exercise Cobra Gold, an annual Thailand and U.S. co-sponsored military exercise designed to train U.S. and partner Asian-Pacific forces. Photo by MC2 Gabriel S. Weber.

Back cover photo:

MSC hospital ship USNS Comfort receives supplies during an underway replenishment with dry cargo/ammunition ship USNS Robert E. Peary in the Pacific Ocean during Continuing Promise 2009, a four-month humanitarian and civic assistance mission. Photo by A1C Benjamin Stratton.



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

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by Rear Admiral Mark H. Buzby, USN

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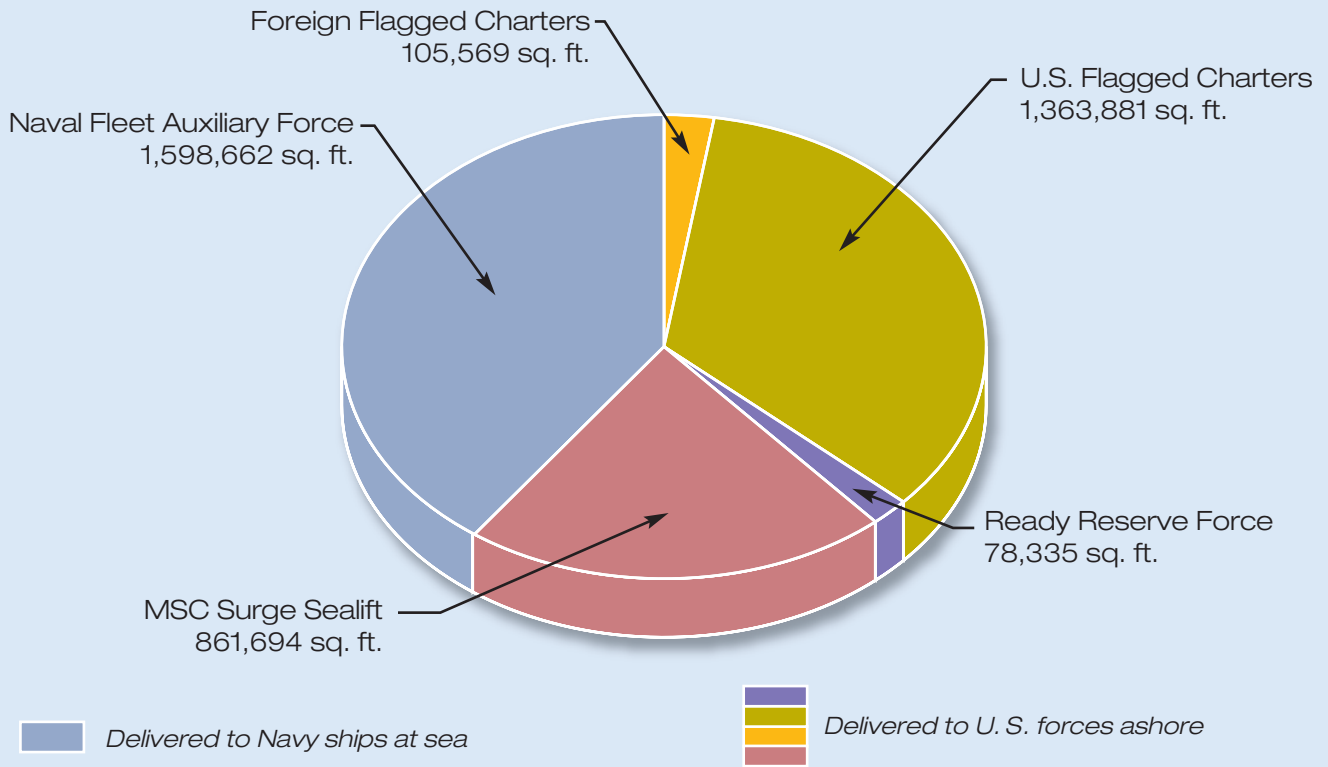
Appendix A1 thru A14



MSC dry cargo/ammunition ships USNS Sacagawea, left, and USNS Lewis and Clark, right, are part of a new generation of ships that provide underway replenishment of ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups — allowing them to stay at sea, on station and combat ready. From 2006 to 2009, MSC acquired eight Lewis and Clark-class ships. U.S. Navy photo.

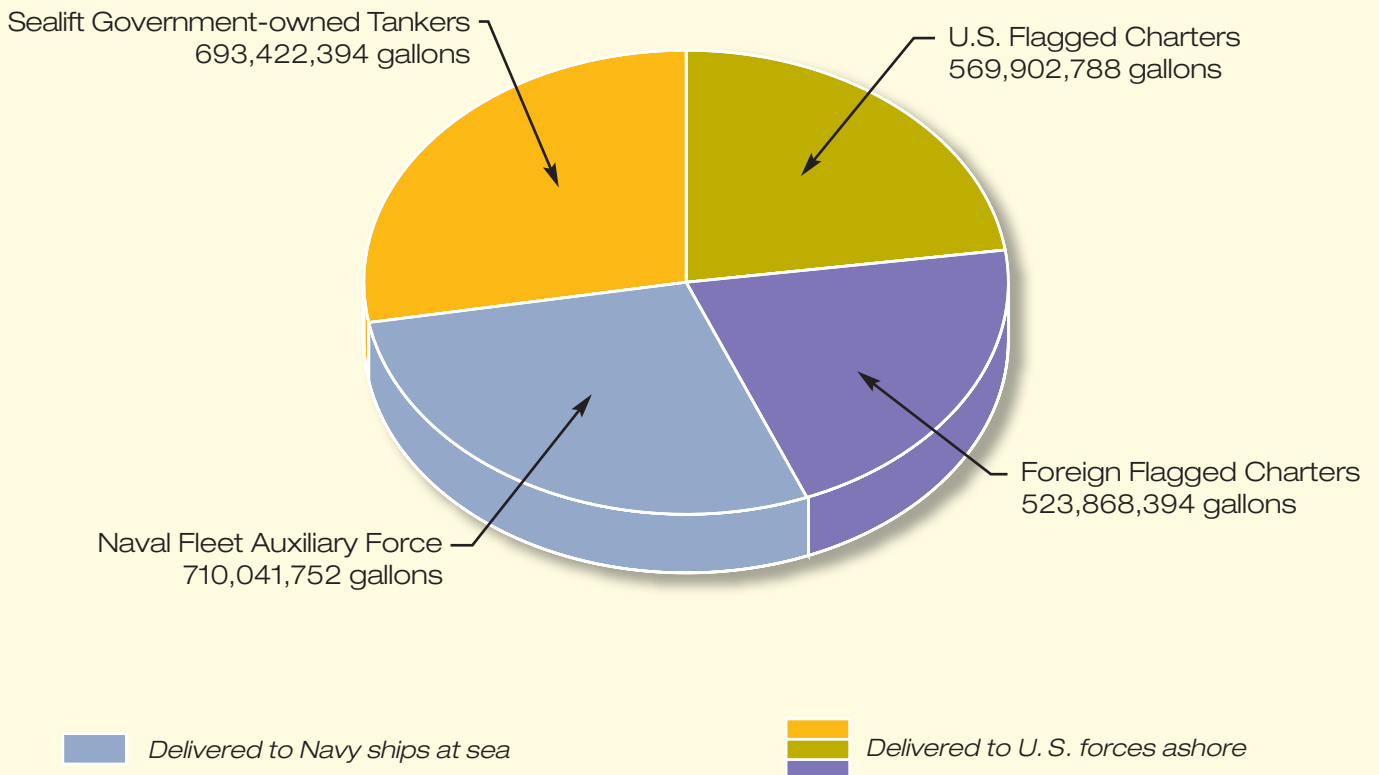
DRY CARGO DELIVERED IN FY 2009

4 Million Square Feet



FUEL DELIVERED IN FY 2009

2.5 Billion Gallons



COMMANDER'S PERSPECTIVE

As fiscal year 2009 ended, I had the good fortune to take the helm at MSC. I inherited an excellent organization that operated upwards of 115 ships daily during the year and delivered more than 4 million square feet of combat cargo and 2.5 billion gallons of petroleum products to U.S. and coalition warfighters around the world. MSC kept the Navy fleets replenished and underway, helped carry hope to those in need, provided special mission platforms for a variety of Department of Defense customers and prepositioned Army, Navy, Marine Corps and Air Force material for contingencies. Here are highlights of FY 2009.



Operations Afloat

Dry cargo/ammunition ship USNS Lewis and Clark completed a 10-month deployment supporting operations Iraqi Freedom and Enduring Freedom and U.S./coalition activities in counter-piracy operations. The ship acted as a temporary holding facility for 16 suspected pirates in addition to fulfilling the ship's normal role of underway replenishment.

In June, oceanographic survey ship USNS Bruce C. Heezen became the first U.S. naval ship to assist a Joint Prisoner of War/Missing in Action Accounting Command mission in the Socialist Republic of Vietnam.

Hospital ship USNS Comfort completed its four-month Continuing Promise 2009 humanitarian and civic assistance mission to Latin America and the Caribbean, providing treatment for nearly 100,000 patients throughout the region.

Dry cargo/ammunition ship USNS Richard E. Byrd supported Pacific Partnership 2009, involving multiple medical, dental, veterinarian and engineering support missions in Samoa, Tonga, the Solomon Islands, Kiribati and the Marshall Islands.

Operations Ashore

In October 2008, MSC dedicated the new Military Sealift Fleet Support Command headquarters complex at Naval Station Norfolk's Breezy Point, consolidating the personnel functions for our civil service mariners and streamlining many of our processes for crewing, training, equipping and maintaining our government-owned/government-operated ships.

In January 2009, MSC acquired three Maritime Prepositioning Ships in support of the U.S. Marine Corps' Maritime Prepositioning Force upgrade program. USNS MAJ Stephen W. Pless, USNS SGT Matej Kocak and USNS SGT William R. Button were previously under long-term charter to MSC.

MSC also accepted delivery of three new Lewis and Clark-class dry cargo/ammunition ships in FY 2009. We are now introducing these new multi-product, underway replenishment ships to the MSC fleet in half the time originally projected, making this arguably one of the most successful new ship construction programs in the Navy today.

The MSC Business Execution Cycle, or MBEC, process was developed two years ago and saw tremendous results this year. The MBEC and its ability to help drill down through business processes brought to light areas where MSC could save money, improve efficiency and increase readiness. We maintained our rates – the 'fee' charged to our customers – at just a 0.6 percent annual increase – far below the national inflation rate. We did this and more while the MSC fleet was ready for operational tasking an average of 270 days per year, with many ships at sea for more than 200 days during the fiscal year.

We also increased our energy conservation efforts in FY 2009, sharing our expertise across the Navy with initiatives such as cutting back on shore power usage, using improved hull coatings and investigating more efficient propeller design.

MSC's civil service mariner attrition rate is down to 7 percent, the lowest level since we started keeping records, and our civil-service-employee-vacancy-rate has remained steady at 12 percent.

We have made MSC a more efficient and responsive organization. We've managed costs and operations more effectively and continued to deliver the goods. We have aligned MSC closer to an increased customer base, met every operational mission with stellar results, kept faith with our shipmates and will have returned nearly a billion dollars to the Navy budget by 2013—critical resources the Navy needs for the future.

MSC delivers!

A handwritten signature in black ink that reads "Mark H. Buzby". The signature is written in a cursive, flowing style.

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



The U.S. Navy's MILITARY SEALIFT COMMAND

Mission-focused, value-driven

Mission: Support our nation by delivering supplies and conducting specialized missions across the world's oceans

Vision: To be the leader in innovative and cost-effective maritime solutions

Strategic Priorities:

- Assist in winning the Global War on Terrorism
- Help customers efficiently meet their objectives
- Develop and care for our workforce
- Use smart business practices to provide quality services at the best value
- Ensure that MSC has the right ships and people to conduct future missions

We Value:

- Our ultimate customers: Soldiers, Sailors, Airmen and Marines
- Our people
- Innovation, responsiveness and efficiency
- Openness and measurement-based decision making
- A challenging and professional work environment

RADM Mark Buzby
Commander

RDML Robert Wray Jr.
Deputy Commander

Mr. Richard Haynes
Executive Director

CMDCM Kenneth Green
Command Master Chief

Mr. Jack Taylor
Director, MSFSC

Mr. Christopher Thayer
Strategic Sealift and
Prepositioning Director

Mr. Jim George
Naval Fleet Auxiliary Force
Program Manager

Mr. Russell Bishop
Special Mission
Program Manager

Mr. Keith Bauer
Prepositioning Program
Technical Director

Mr. John Henry
Sealift Program
Technical Director

CAPT Michael Graham
SEALOGLANT
Commodore

CAPT Jerome Hamel
SEALOGPAC
Commodore

CAPT Jim Romano
SEALOGFE
Commodore

CAPT Donald Hodge
SEALOGCENT
Commodore

CAPT James Tranoris
SEALOGEUR
Commodore

MSC Delivers

ORGANIZATION



ilitary Sealift Command, or MSC, is the leading provider of ocean transportation for the Navy and the rest of the Department of Defense, or DOD – operating approximately 115 ships daily around the globe. In FY 2009, MSC reported through three distinct and separate chains of command:

- To U.S. Fleet Forces Command, or USFF, for Navy-unique matters,
- To U.S. Transportation Command, or USTRANSCOM, for defense transportation matters, and
- To the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.

Military Sealift Fleet Support Command

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

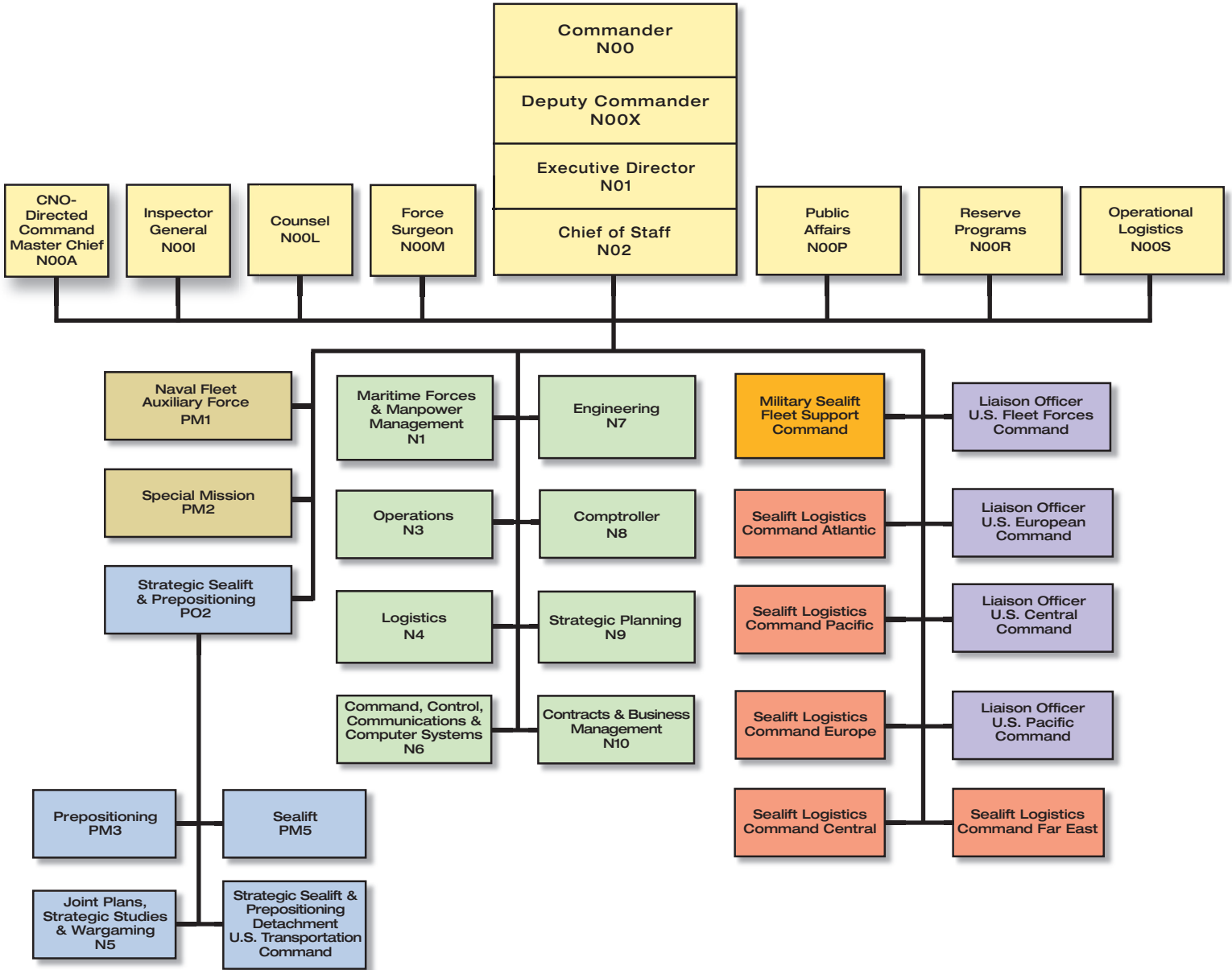
- To manage the repair and maintenance of MSC's government-owned/government-operated ships and their installed shipboard communication systems,
- To conduct personnel administration for both assigned active duty military and civil service mariners, or CIVMARs, who operate MSC's government-owned/government-operated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

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

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

ORGANIZATION

Military Sealift Command



ORGANIZATION

Sealift Logistics Commands

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

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

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

Programs

MSC has four ship management programs:

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

Directorates

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

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



MSC rescue and salvage ship USNS Grapple recovers sections of NASA's Max Launch Abort System, which was tested in July as an alternative astronaut escape system. Photos by NASA and Laura Hammond.

SUBORDINATE COMMANDS

M

ilitary Sealift Fleet Support Command

MSFSC, headquartered in Norfolk, Va., crews, trains, equips and maintains the government-owned/government-operated ships of MSC's fleet. MSFSC handles all personnel functions for the more than 5,300 assigned civilian mariners. Training centers in Freehold, N.J., and San Diego, along with CIVMAR support units in San Diego and Norfolk are maintained within the MSFSC organization to facilitate mariner training, ship assignments and travel. In addition, six

MSFSC SSUs provide a regional presence and are located in Italy, Bahrain, Singapore, Japan, San Diego and Guam.

Fiscal year 2009 opened with the dedication ceremony for MSFSC's new headquarters complex at Naval Station Norfolk's Breezy Point in October 2008. The ceremony included



A new granite monument at the Military Sealift Fleet Support Command headquarters complex in Norfolk, Va., pays tribute to U.S. merchant mariners. Photo by MCSN Matthew Bookwalter.

the unveiling of a monument in tribute to U.S. merchant mariners. During the months that followed, MSFSC ashore personnel vacated workspaces at the Virginia National Guard Reservation, Camp Pendleton, in Virginia Beach, Va., to occupy new offices within the headquarters complex. Three additional buildings at Breezy Point were acquired, and renovation work at CIVMAR Support Unit-East and the medical offices neared an end as FY 2009 came to a close.

Throughout FY 2009, MSFSC received 1,899 CIVMAR employment applications and hired and provided training for 136 new CIVMARs. By the end of the fiscal year, MSFSC's total CIVMAR workforce comprised more than 5,000 mariners. In the year to come, MSFSC expects to hire 500 to 750 additional CIVMARs to meet manpower requirements.

The CIVMAR-crewed hospital ship USNS Comfort was recognized by MSFSC director Jack Taylor following a four-month humanitarian and civic assistance mission to Latin America and the Caribbean called Continuing Promise. Comfort's master, Capt. Thomas Finger, and Chief Engineer James Shirley received Civilian Meritorious Service awards for outstanding support to the mission in which 100,000 patients were treated.

Contracting personnel at MSFSC executed 3,414 contract actions totaling \$234.1 million in FY 2009 to maintain MSC's government-owned/government-operated ships.

CIVMARs, port engineers, information technology specialists and contracting personnel worked to advance USNS Carl Brashear and USNS Wally Schirra, two of MSC's new Lewis and Clark-class dry cargo/ammunition ships, to operational status. Six ships of the class — USNS Lewis and Clark, USNS Sacagawea, USNS Alan Shepard, USNS Richard E. Byrd, USNS Robert E. Peary and USNS Amelia Earhart — were all operational assets as FY 2009 came to a close.

Submarine tender USS Emory S. Land, having recently finished extensive habitability and life-cycle upgrades, prepared for operational taskings to the fleet. Land operates with a hybrid crew of CIVMARs and sailors who all report to a Navy commanding officer.

SUBORDINATE COMMANDS

Sealift Logistics Command Atlantic — Norfolk, Va.

SEALOGLANT maintains operational control of all assigned MSC ships in the Western Atlantic Ocean area of responsibility from North America to South America. Primarily responsible for the execution of strategic sealift missions, SEALOGLANT oversees the transport of equipment, fuel, supplies and ammunition in the Western Atlantic Ocean and Gulf of Mexico for the sustainment of U.S. forces. SEALOGLANT also provides logistics support to U.S. 2nd and 4th fleets. SEALOGLANT maintains oversight of approximately 35 ships daily within its area of responsibility in support of global Navy and DOD operations.

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

High-speed vessel HSV 2 Swift arrives in Bridgetown, Barbados, Jan. 11 as part of Southern Partnership Station to train service members of the Royal Barbados Defense Force. Photo by MC1 Daniel Ball.



In FY 2009, MSC ammunition ships, dry cargo/ammunition ships, combat stores ships, fast combat support ships, rescue and salvage ships, fleet ocean tugs and fleet replenishment oilers under SEALOGLANT's operational control supported U.S. Navy combatants at sea throughout the SEALOGLANT area of responsibility. Additionally, SEALOGLANT was the point of origin for MSC ships loaded with fuel and supplies destined to support Navy combatant ships in the Mediterranean, in and around Africa, the Persian Gulf and elsewhere in the U.S. 4th, 5th and 6th fleets. MSC ships sailed more than a million miles in this effort.

Ships under

SEALOGLANT operational control participated in numerous deployments to the U.S. 4th, 5th and 6th fleet areas of operation, as well as vessel-towing missions, submarine forces sea trials, mine recovery operations and deployment preparations for Mobile Diving and Salvage Unit Two personnel.

High-speed vessel HSV 2 Swift supported Southern Partnership Station, a training mission to Central America, South America and the Caribbean.

Throughout FY 2009, SEALOGLANT continued to play a crucial role in Operation Iraqi Freedom and other overseas contingency operations by providing oversight for the loading and discharging of 3 million square feet of military equipment and cargo and more than 100 million gallons of fuel and other petroleum products.

Three MSC ships participated in Joint-Logistics-Over-The-Shore, or JLOTS, operations in FY 2009. Large, medium-speed, roll-on/roll-off ship, or LMSR, USNS Seay; roll-on/roll-off ship SS Cape May, part of the Maritime Administration's Ready Reserve Force, or RRF;

SUBORDINATE COMMANDS

and crane ship SS Cornhusker State, another RRF ship, demonstrated U.S. capability to bring equipment, supplies and personnel from ship to shore where port access is denied or delayed, or where ports are non-existent, damaged or inadequate due to a natural disaster. Eighteen Reservists from MSC Expeditionary Port Unit 110 of Houston, Texas, provided more than 306 man-days of support for the JLOTS operations.

Nineteen Reservists from MSC Expeditionary Port Units 109, 110, 114 and 116 underwent training and were certified as Joint Task Force Port Opening—Seaport of Debarkation team members. This enabled them to conduct global, short-notice cargo operations during humanitarian, civic or disaster relief operations for up to 60 days.

MV American Tern, an MSC-chartered dry cargo ship, moved 803 long tons of food, supplies and equipment to Thule Air Base, Greenland, for the annual Operation Pacer Goose resupply mission.

MSC-chartered break-bulk carrier MV Sheila McDevitt delivered a fleet hospital to Okinawa, Japan, April 21-22. The Navy's fleet hospitals are changed out every three years to ensure that the most modern equipment and supplies are staged and ready to be deployed during a crisis or for humanitarian disaster relief. The 587-foot ship delivered 166 containers of medical supplies and other hospital equipment and then loaded 368 containers and other supplies destined for Naval Weapons Station Yorktown, Va.

As a demonstration of the United States' continued commitment to Caribbean and Latin American nations, hospital ship USNS Comfort conducted a four-month deployment to Antigua, Colombia, the Dominican Republic, El Salvador, Haiti, Nicaragua and Panama in support of Operation Continuing Promise, an annual humanitarian and civic assistance operation conducted in coordination with U.S. Southern Command and U.S. 4th Fleet. The medical collaboration of U.S. and local medical personnel contributed to the sharing of healthcare knowledge and best practices and provided more than 100,000 patients with access to quality medical care at no cost.

Anti-terrorism/force protection, or AT/FP, remained a high priority with SEALOGLANT in FY 2009. To counter emerging threats and increase the proficiency of ships' response forces, SEALOGLANT force protection officers conducted 38 spot checks on MSC ships, evaluating their AT/FP programs. Additionally, anti-piracy tabletop exercises were conducted with numerous ships in preparation for deployments worldwide.

SEALOGLANT staff and afloat units participated in the annual Solid Curtain/Citadel Shield anti-terrorism exercise coordinated by USFF in February 2009. This major training exercise helped verify the capability of MSC ships to detect, deter and defend against terrorist attacks. See the exercise table in the Appendix for information on this and other exercises.

First lady Michelle Obama greets the families of crew members and medical staff returning from deployment on MSC hospital ship USNS Comfort in Norfolk, Va. Photo by MCSN Desiree Green.



SUBORDINATE COMMANDS

The SEALOGLANT shore staff coordinated 55 U.S. Coast Guard high-value-unit escorts in support of MSC ships transporting strategic cargo in and out of U.S. load and discharge ports. Additionally, the AT/FP staff coordinated 30 transits of the Panama Canal, which all took place without incident.

In April, Navy Capt. Michael G. Graham relieved Navy Capt. George G. Galyo in a change of command ceremony in Norfolk, Va.

In May, SEALOGLANT became one of 4,000 Navy organizations to successfully migrate from the Defense Messaging System to the Navy's new Web-based organizational messaging system. Full implementation is expected in 2010. SEALOGLANT's employment of this system enabled fulfillment of all operational logistics requirements faster and easier with reduced time-latency and no loss of operational continuity.

SEALOGLANT implemented Defense Connect Online, an IP-based collaborative system, to conduct conferencing sessions with all MSC outports to improve command and control, operational readiness and interoperability. This system provided SEALOGLANT the capability to conduct live, online, distributive training, briefing and information sharing at a reduced cost.

In June, SEALOGLANT participated in a U.S. East Coast oil-and-hazardous-substance material spill tabletop exercise hosted by MSC headquarters. SEALOGLANT provided valuable input for operational reporting requirements and procedures. Subsequently, updated templates were incorporated to improve assigned ships' reporting accuracy, stabilize hazardous incident situations, maximize safety during such incidents and deal with clean up after a spill.

MSC rescue and salvage ship USNS Salvor, with its embarked detachment of Mobile Diving Salvage Unit 1 personnel, debeaches guided-missile cruiser USS Port Royal, which ran aground off Honolulu in February. U.S. Navy photo.

Sealift Logistics Command Pacific — San Diego

SEALOGPAC exercises operational control over MSC ships in the U.S. 3rd Fleet area of responsibility in the Eastern Pacific Ocean. SEALOGPAC's combat logistics force ships delivered food, fuel, supplies and ammunition to U.S. Navy combatants, allowing them to remain at sea for extended periods. Other ships under SEALOGPAC's control transported vital military cargo to



SUBORDINATE COMMANDS



Melissa Stark, second mate/navigator on MSC dry cargo/ammunition ship USNS Amelia Earhart, tosses a memorial wreath into the Pacific Ocean near Howland Island June 23 to pay tribute to the ship's namesake who disappeared in the area in 1937. Photo by Capt. John Pope.

forces ashore overseas and supported other DOD missions.

Throughout FY 2009, SEALOGPAC fleet replenishment oilers USNS Yukon, USNS Guadalupe and USNS Henry J. Kaiser provided at-sea replenishments to Navy combatant ships operating off the coasts of Southern California and Hawaii. The MSC ships delivered fuel and dry cargo to Navy ships and conducted training exercises with aircraft carriers USS John C. Stennis, USS Ronald Reagan and USS Nimitz and their carrier strike groups.

In February, rescue and salvage ship USNS Salvor answered the call for help when the Navy's guided-missile cruiser USS Port Royal ran aground on a rock-and-sand shoal off the shore of Honolulu. Salvor and divers from Mobile Diving and Salvage Unit One, Pearl Harbor, along with other assisting forces, freed the ship, allowing it to return to port for repairs. In June, Salvor assisted Commander Naval Air Force, U.S. Pacific Fleet, by embarking Explosive Ordnance Disposal Group One salvage personnel to recover a downed SH-60 helicopter from Helicopter Squadron Six that had gone down off the San Diego coast.

Fleet ocean tugs USNS Navajo and USNS Sioux, along with Salvor, supported underwater diving and salvage operations in the Eastern Pacific and conducted tows of several decommissioned Navy submarines and ships. Navajo's tows included taking the amphibious transport dock ship ex-Juneau from San Diego to Pearl Harbor, as well as the Los Angeles-class submarine ex-Minneapolis - Saint Paul to the Pacific Northwest. Sioux's tows included the Los Angeles-class submarine ex-Augusta, which was conducted in tandem with Navajo's tow of ex-Minneapolis - Saint Paul to the Pacific Northwest. Salvor conducted two tows: amphibious assault ship ex-Tarawa from San Diego to Pearl Harbor and Los Angeles-class submarine ex-Minneapolis - Saint Paul, from Pearl Harbor to San Diego, where Navajo took over the tow and sailed to the Pacific Northwest.

One of SEALOGPAC's most critical sealift missions was Operation Deep Freeze, the annual resupply of the National Science Foundation's research station in Antarctica. MSC has supported this mission since 1955. In December 2008, MSC-chartered dry cargo ship MV American Tern loaded bulk and containerized cargo at Port Hueneme, Calif., and sailed to McMurdo Sound, Antarctica, to discharge more than 2,750 tons of equipment, food and scientific instruments. In addition, MSC tanker USNS Lawrence H. Gianella unloaded 6 million gallons of fuel for vehicles, aircraft and generators.

In May, Navy Capt. Jerome Hamel relieved Navy Capt. David L. Kiehl in a change of command ceremony in San Diego.

In June, MSC dry cargo/ammunition ship USNS Amelia Earhart, on its first mission with the MSC fleet, delivered nearly 600 pallets of dry stores, equipment and medical supplies to dry cargo/ammunition ship USNS Richard E. Byrd in support of the first leg of Pacific Partnership. This was the fourth in a series of annual U.S. Pacific Fleet humanitarian and civic assistance missions conducted by the United States, which works with partner nations and non-government organizations to conduct a variety of humanitarian and civic activities in the Pacific Fleet area of responsibility.

SUBORDINATE COMMANDS



A Mar Vista High School student mariner receives instruction from a crew member on fleet replenishment oiler USNS Yukon during a summer internship. Photo by Sarah Burford.

USNS Yukon completed MSC's eighth consecutive year of support to maritime apprentice students from the Mar Vista Regional Occupations Program Maritime Academy in Imperial Beach, Calif. Working with the state of California, MSC and the program provided a path for 11 high school students to earn their Coast Guard documents, as well as valuable hands-on experience in ship operations and watch standing. Apprentices who successfully completed the program became eligible for employment with MSC and U.S. maritime companies.

Yukon also served as a training platform for multiple teams of Chilean navy officers and enlisted sailors in preparation for Chile's acceptance of a Kaiser-class oiler under the Foreign Military Sales program.

Sealift Logistics Command Europe — Naples, Italy

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

Commander, Naval Forces Europe and Africa and Commander, U.S. 6th Fleet.

SEALOGEUR oversees the movement of fuel, food, spare parts, ammunition and combat equipment throughout the U.S. European Command, or EUCOM, and U.S. Africa Command, or AFRICOM, areas of responsibility. In addition to SEALOGEUR duties, the commander of SEALOGEUR is dual-hatted as Commander Task Force 63, which encompasses all U.S. 6th Fleet air and sea logistics assets, and commander of 6th Fleet's African Partnership Station Southeast Africa, which is responsible for U.S. Navy combatants and expeditionary units conducting theater security cooperation engagements in this region. On an average day, more than 14 ships and eight aircraft report to the SEALOGEUR commander.

In FY 2009, SEALOGEUR handled 70 ships in its area of responsibility that made 425 port calls in 77 different locations. Command personnel coordinated 93 transits through the Strait of Gibraltar and supported 10 MSC ships participating in U.S. and NATO military exercises.

Two oceanographic survey ships operated in SEALOGEUR waters for the second half of 2009. USNS Henson arrived in May and supported U.S. 6th Fleet explosive ordnance exercise requirements off the southeast tip of Sicily and then proceeded north to the Baltic and Norwegian seas spending the remainder of the summer and fall conducting hydrographic survey operations. One of its sister ships, USNS Sumner, conducted similar operations in the South Atlantic using Cape Town, South Africa, as its main base for support.

Maritime Prepositioning Ship Squadron One, or MPS Squadron One, operated in the Mediterranean Sea and Eastern Atlantic Ocean, expanding to four ships when USNS Sisler and SS PFC Eugene A. Obregon, a container/roll-on/roll-off ship, joined the squadron in July. The two ships came from MPS Squadron Two in Diego Garcia. This represented the reconstitution of MPS Squadron One after a three-year period of operating with a reduced number of ships.

MPS Squadron One ships USNS 2ND LT John P. Bobo and USNS LCPL Roy M. Wheat participated in a significant offload exercise in Souda Bay, Greece, in September, providing a key evaluation of both the Improved Navy Lighterage System and the offload rate of fully armored vehicles. MPS Squadron Two ship USNS 1ST LT Baldomero Lopez also participated and remained temporarily in the Mediterranean in the spring and summer specifically to support the exercise. Lopez departed the Mediterranean on a return voyage to Diego Garcia at the end of September.

Four Kaiser-class fleet replenishment oilers provided duty oiler services to U.S. 6th Fleet throughout the year. USNS John Lenthall, USNS Leroy Grumman, USNS Big Horn and USNS

SUBORDINATE COMMANDS

Patuxent supported a variety of U.S. Navy, NATO and bi-lateral exercises and replenishment operations from the Baltic Sea to the Gulf of Guinea. One notable example was Lenthall's participation in Baltic Operations, followed quickly by a short-notice requirement to refuel amphibious assault ship USS Iwo Jima off Cape Verde, Africa, in support of President Barack Obama's visit to Ghana, Africa, in June.

MSC-chartered ships continued to support Navy and AFRICOM engagement and theater security cooperation operations throughout Africa's Gulf of Guinea region. HSV 2 Swift was under time-charter to MSC, deployed to AFRICOM and provided support to African Partnership Station operations from July to September. Additionally, voyage-chartered vessels MV May, MV Ocean Atlas and MV American Tern moved Seabee equipment between several Gulf of Guinea ports and Rota, Spain, to support a variety of construction projects in Cameroon and Sao Tome. Similarly, MSC-chartered ships moved U.S. Marine Corps equipment to and from Morocco and Benin, supporting exercises African Lion and Shared Accord.

MV Global Producer, SS Cleveland, ITB Strong/Mariner, MV Maersk Constellation and MV Green Lake moved hundreds of mine-resistant, ambush-protected vehicles, or MRAPs, and other combat cargo and equipment from Durban, South Africa, to the Middle East in eight separate lifts between October 2008 and May 2009.

MSC time-chartered ship MV Virginian and nearly a dozen other MSC-chartered ships supported a number of significant ammunition missions in the European theater, moving containerized ammunition between various locations, as well as transiting between the United States and the Middle East. One ship, MV Beluga Skysails, used a prototype kite-like sail tethered to the ship to save on fuel costs.



A helicopter is loaded aboard LMSR USNS Bob Hope in Antwerp, Belgium, for redeployment to the United States. Photo by Bram de Jong.

USNS Bob Hope, an LMSR from MSC's surge sealift fleet, loaded 550 pieces of U.S. Air Force cargo, including more than 30 UH-60 and CH-65 helicopters, in Antwerp, Belgium, in October. The cargo was being redeployed to the United States.

Command ship USS Mount Whitney, operating with a hybrid crew of CIVMARs and Navy sailors under the command of a Navy captain, paid homage to those who lost their lives during World War II's Battle of Normandy while in transit to the Baltic Sea. During the deployment, Mount Whitney's crew hosted Lithuania's President Valdas Adamkus.

In May, Navy Capt. James E. Tranoris relieved Navy Capt. Nicholas H. Holman in a change of command ceremony in Naples, Italy.

Sealift Logistics Command Central - Manama, Bahrain

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

SEALOGCENT's commander is dual-hatted as Commander, Logistics Forces U.S. Naval Forces Central Command/CTF 53. The command exercises tactical command of all U.S. 5th Fleet air and sea logistic assets.

SUBORDINATE COMMANDS



The captive crew of cargo ship MV Faina gathers on deck. The Ukrainian-owned, Belize-flagged ship was seized by pirates in September 2008. MSC fleet ocean tug USNS Catawba supported Faina during and after its release. Photo by MC2 Jason R. Zalasky.

During FY 2009, logistics ships under SEALOGCENT's control conducted 731 underway replenishments at sea involving the delivery of more than 130 million gallons of fuel to U.S. Navy and coalition ships, as well as more than 770 million gallons of fuel to DOD fuel distribution depots. Furthermore, SEALOGCENT coordinated the delivery of 7.8 million square feet of combat equipment, MRAPs, helicopters, tanks, trucks, ammunition and other supplies to U.S. combatant forces on the ground in the Middle East for operations Enduring Freedom and Iraqi Freedom. The majority of these cargo operations were supported by six ports in five different countries throughout the region.

Similarly, CTF 53 personnel coordinated and moved more than 15,000 tons of cargo, 6,000 tons of mail and 38,000 passengers on more than 5,500 airlift missions, providing critical support to U.S. warfighters.

In January 2009, fleet ocean tug USNS Catawba completed its escort and support mission for Ukrainian cargo ship MV Faina, which had just been released from four months of pirate captivity. Catawba provided fuel and water to permit Faina to sail under its own power, then accompanied the ship to Kenya.

MSC dry cargo/ammunition ship USNS Lewis and Clark returned to Naval Station Norfolk in July. The crew had been gone 10 months supporting operations Iraqi Freedom and Enduring Freedom and Combined Task Force 151 activities in counter-piracy operations. The ship acted as a temporary holding facility for 16 suspected pirates. During the deployment, USNS Lewis and Clark covered more than 40,000 miles delivering 10 million gallons of fuel and nearly 6,000 pallets of supplies to U.S. Navy and coalition ships.

In August, Navy Capt. Donald D. Hodge relieved Navy Capt. Stephen H. Kelley in a change of command ceremony in Bahrain.

SEALOGCENT coordinated force protection aboard MSC vessels in support of Operation Vigilant Mariner to defend against waterborne and land-based terrorist attacks in the U.S. Central Command operating area. In FY 2009, nearly 120 security teams were embarked on MSC ships in support of operations Iraqi Freedom and Enduring Freedom. These teams were essential in providing security for strait transits, port visits and routine operations within the U.S. 5th Fleet area of responsibility, integrating with the ships' crews and providing flexible and responsive force protection to all classes and types of MSC ships.

SEALOGCENT was recognized by Commander, U.S. Naval Forces Central Command and the U.S. Embassy in Bahrain for ongoing community relations projects that provided benefits for both the Navy volunteers and the Bahraini citizens who were involved.

Sealift Logistics Command Far East — Singapore

SEALOGFE safely and efficiently operates MSC-controlled ships in support of U.S. Pacific Command and U.S. 7th Fleet. SEALOGFE is co-located with Commander, Logistics Group, Western Pacific/CTF 73 at Sembawang Wharves in Singapore and reports directly to MSC headquarters in Washington, D.C.

During FY 2009, SEALOGFE managed a daily average of 48 ships representing all of MSC's missions in the vast U.S. 7th Fleet area of responsibility — supporting all branches of the

SUBORDINATE COMMANDS

U.S. military and participating in major theater exercises and humanitarian missions.

Dry cargo/ammunition ship USNS Richard E. Byrd served as the platform for U.S. Pacific Command's fourth annual Pacific Partnership mission in Oceania from June through September. The humanitarian mission included multiple medical, dental, veterinarian and engineering support missions in Samoa, Tonga, the Solomon Islands, Kiribati and the Marshall Islands.

SEALOGFE's active duty sailors, civilian employees, Reserve units and mariners working for private companies under contract to MSC, participated in annual exercise Cobra Gold, January through February. Hosted by Thailand, the exercise included armed forces from Singapore, Japan, Indonesia and the United States. MSC-chartered cargo ships, along with MPS Squadron Three's USNS MAJ Stephen W. Pless, delivered hundreds of pieces of cargo in support of the 3rd Marine Expeditionary Force. Sailors from four Expeditionary Port Units — highly mobile units that can quickly deploy to a contingency operation and establish port operations — managed the offload and backload of exercise equipment. Fleet replenishment oiler USNS Rappahannock also participated by transferring more than 750,000 gallons of fuel to amphibious assault ship USS Essex and amphibious dock landing ship USS Tortuga in replenishment-at-sea operations.



MSC dry cargo/ammunition ship USNS Richard E. Byrd sits piersonside in Upolu, Samoa, during Pacific Partnership 2009, a humanitarian and civic assistance mission. Photo by MC2 Joshua Valcarcel.

MSC personnel tested their ability to respond to a crisis on the Korean peninsula in March. Annual exercise Key Resolve/Foal Eagle included a scenario to manage the massive influx of sealift ships and the mass evacuation of thousands of civilians aboard chartered ferries. Representatives from MSC Office Korea and sailors from SEALOGFE Reserve units crewed an around-the-clock crisis action team in Busan, maintaining a comprehensive shipping picture and conducting valuable cross training with their U.S. Army and South Korean counterparts. At Yokohama, Japan, MSC sailors coordinated ship movements between Korea and the Japanese mainland to simulate the evacuation of 30,000 civilians aboard 12 ferries. For information on this and other exercises mentioned in this report, please refer to the exercise table in the Appendix.

In June, oceanographic survey ship USNS Bruce C. Heezen became the first U.S. naval ship to assist a Joint Prisoner of War/Missing in Action Accounting Command mission in the Socialist Republic of Vietnam. Heezen's mission crew surveyed seven previously identified sites where U.S. aircraft were believed to have crashed between 1966 and 1971.

Rescue and salvage ship USNS Safeguard supported Cooperation Afloat Readiness and Training 2009, a series of bilateral exercises that were held from May through August in Southeast Asia.

SEALOGFE hosted the 44th annual Korea Flag Shipping Working Group conference at Makalapa, Hawaii, in June. The working group is part of a long-standing government-to-government agreement to use South Korean cargo ships and fuel tankers in the event of a real-world crisis on the Korean peninsula. Navy Capt. Jim Romano, commander of SEALOGFE, served as the co-chairman, along with South Korean navy Capt. Jung Ha Kyoon, director of logistics plans and deputy chief of navy operations for logistics at South Korea's navy headquarters. Six South Korean military and representatives from the South Korean Ministry of Land Transportation and Maritime Affairs attended, along with staff members from SEALOGFE, MSC Office Korea, U.S. Forces Korea, MSC headquarters and USTRANSCOM.

MSC Programs

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

*Naval Fleet Auxiliary Force
Special Mission
Prepositioning
Sealift*



Indian navy ship INS Godavari pulls away from MSC fast combat support ship USNS Bridge after conducting a replenishment at sea in the Indian Ocean in October 2008. Photo by MC3 Class Joshua Scott.

45
4
3
2
1
40

NAVAL FLEET AUXILIARY FORCE

Naval Fleet Auxiliary Force Ships - 41

(as of Sept. 30, 2009)

Fleet Replenishment Oilers - 14

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

Dry Cargo/Ammunition Ships - 8

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

Ammunition Ships - 4

USNS Flint (T-AE 32)
USNS Kiska (T-AE 35)
USNS Mount Baker (T-AE 34)**
USNS Shasta (T-AE 33)

Fast Combat Support Ships - 4

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

Fleet Ocean Tugs - 4

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

Rescue and Salvage Ships - 4

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

Hospital Ships - 2

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

Combat Stores Ship - 1

USNS San Jose (T-AFS 7)

In FY 2009, Naval Fleet Auxiliary Force ships were available for tasking an average of 290 days for underway replenishment to Navy combatants. All NFAF ships are government-owned and are operated by CIVMARs. During the year, NFAF ships pumped approximately 710 million gallons of ship propulsion and aviation fuels and delivered almost 1.6 million square feet of cargo, ammunition and stores for U.S. Navy and coalition surface combatants in support of Operation Enduring Freedom, Operation Iraqi Freedom and other fleet missions. NFAF ships also provided vital life-sustaining supplies and medical treatment for humanitarian assistance and disaster-relief operations abroad and at home.

Fleet Replenishment Oilers

Fourteen fleet replenishment oilers supported fleet operations in FY 2009. Six Atlantic Ocean-based ships conducted successful deployments to the Mediterranean Sea and Persian Gulf, and eight Pacific Ocean-based ships continued to sustain Navy surface units throughout the U.S. 3rd, 5th and 7th fleets.

Dry Cargo/Ammunition Ships

At the end of FY 2009, eight dry cargo/ammunition ships had been delivered to MSC. These ships are replacing MSC's aging combat stores ships and ammunition ships.

USNS Amelia Earhart was delivered to MSC in October 2008, completed her post-delivery tests and trials and later carried the Pacific Partnership mission team and much of its equipment and supplies from San Diego to USNS Richard E. Byrd in the U.S. 7th Fleet area of responsibility. Earhart also participated in Talisman Saber, a joint exercise for U.S. and Australian forces designed to train in planning and conducting combined operations.



MSC fleet replenishment oiler USNS John Ericsson stands by as guided-missile cruiser USS Lake Champlain, right, approaches for a replenishment at sea in the Western Pacific Ocean. Photo by MC2 Daniel Barker.

* Not Yet Operational

**Reduced Operating Status (ready to get underway in 30 days)

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

NAVAL FLEET AUXILIARY FORCE

For information on this and other exercises mentioned in this report, please refer to the exercise table in the Appendix.

USNS Carl Brashear was delivered to MSC in March and began undergoing post-delivery tests and trials.



Fuel lines connect MSC hospital ship USNS Comfort and MSC dry cargo/ammunition ship USNS Robert E. Peary during Comfort's four-month humanitarian and civic assistance mission to Latin America and the Caribbean. Photo by A1C Ashley Garcia.

USNS Sacagawea completed its second operational deployment in July, acting as a substitute station ship for U.S. 5th Fleet, while USNS Lewis and Clark completed its second operational deployment as a shuttle ship. During this 11-month deployment, Lewis and Clark was assigned to Combined Task Force 151 to support counter-piracy operations in the Gulf of Aden.

Byrd was deployed to Guam as forward-based support for U.S. 7th Fleet. Due to the outbreak of H1N1 influenza aboard amphibious transport dock USS Dubuque, the ship originally scheduled for Pacific Partnership, Byrd was assigned to the mission to carry humanitarian and civic assistance equipment and supplies and a team of preventive-medicine personnel, veterinarians, medical and dental personnel and engineering personnel to Kiribati, the Republic of the Marshall Islands, Solomon Islands, Samoa and Tonga.

USNS Robert E. Peary completed a deployment to U.S. 4th Fleet in September that supported hospital ship USNS Comfort's humanitarian assistance mission and counter-drug operations off the west coast of Central America.

USNS Alan Shepard continued to operate as an ammunition ship in the Pacific theater during FY 2009.

USNS Wally Schirra was delivered to MSC in September and began its post-delivery tests and trials.

Post-launch construction continued on USNS Matthew Perry, which was launched in August 2009, but was not delivered to MSC prior to the end of the fiscal year.

Ammunition Ships

Of MSC's four remaining ammunition ships, three were active in FY 2009, providing ammunition and other cargo to Navy combatants at sea. The fourth, USNS Mount Baker, was kept in reduced operating status, or ROS, at Naval Weapons Station Charleston, S.C., during the entire year.



MSC rescue and salvage ship USNS Grasp mariners assist the crew of the U.S. Navy's deep-submergence submarine NR-1 with the towline hookup in Groton, Conn., in December 2008. Photo by Bill Cook.

Fast Combat Support Ships

Four fast combat support ships operated in FY 2009. USNS Arctic operated in support of U.S. 2nd Fleet requirements. USNS Supply deployed to the Mediterranean Sea and the Persian Gulf, while USNS Bridge and USNS Rainier supported U.S. 3rd Fleet operations, as well as deploying to the U.S. 5th and 7th fleets.

Fleet Ocean Tugs

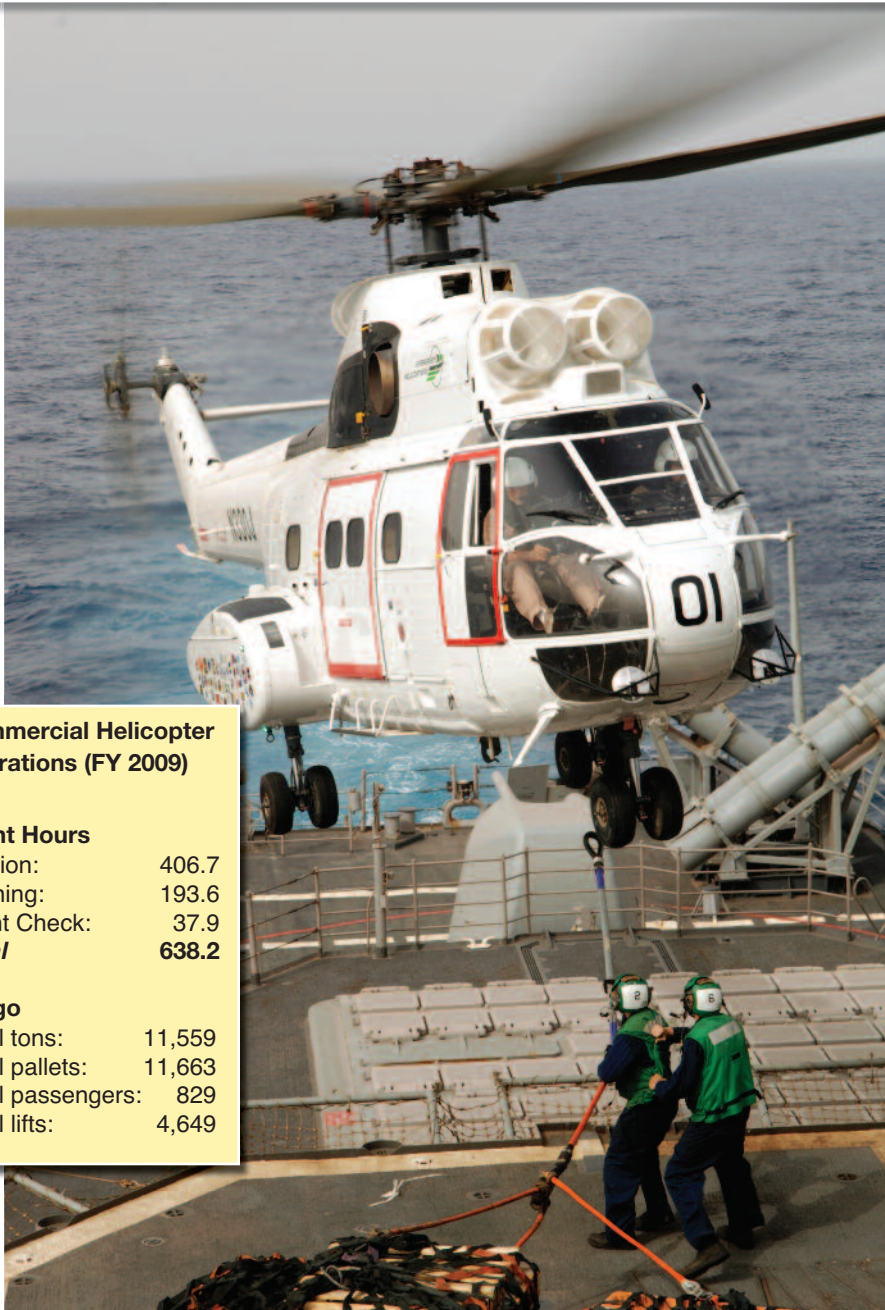
Fleet ocean tug USNS Catawba continued towing, salvage and other fleet-support services in the Persian Gulf. USNS Apache, USNS Navajo and USNS Sioux provided towing, salvage, training, submarine sea trials, and submarine rescue, diving and recompression-system support in the Atlantic and Pacific oceans.

Rescue and Salvage Ships

USNS Grasp, USNS Grapple, USNS Salvor and USNS Safeguard completed a busy year with mine recoveries, ship-sinking exercises, dive-and-salvage-training support and towing and salvage operations. Safeguard participated in exercise Cooperation Afloat Readiness and Training 09, part of a regularly scheduled series of bilateral military training exercises with several Southeast Asia nations designed to test and improve interoperability of the respective sea services.

Hospital Ships

USNS Comfort deployed to the Caribbean and Latin America in support of humanitarian and civic assistance mission Continuing Promise. USNS Mercy remained in ROS in San Diego.



Commercial Helicopter Operations (FY 2009)

Flight Hours

Mission:	406.7
Training:	193.6
Flight Check:	37.9
Total	638.2

Cargo

Total tons:	11,559
Total pallets:	11,663
Total passengers:	829
Total lifts:	4,649

Personnel aboard guided-missile cruiser USS Anzio connect a lift cable to a commercial helicopter from MSC combat stores ship USNS San Jose during a vertical replenishment in the Gulf of Aden. Photo by MC2 Mathew J. Diendorf.

Combat Stores Ships

In FY 2009, three combat stores ships actively replenished surface combatants at sea to support the Navy's global fleet operations. During the year, USNS Saturn and USNS Concord were deactivated, part of a continuing trend as MSC's new dry cargo/ammunition ships continued to be delivered.

Commercial Helicopters

Four commercial helicopter detachments provided vertical replenishment services for Navy operations in the Mediterranean Sea, the Persian Gulf and the Western Pacific Ocean. A Norfolk-based commercial helicopter detachment alternated deployments aboard dry cargo/ammunition ships USNS Lewis and Clark and USNS Sacagawea. This detachment delivered dry cargo and fresh food to U.S. 2nd, 5th and 6th fleets. A third commercial helicopter detachment stood up in February to join two other detachments deployed from Guam to provide vertical replenishment services from MSC's forward-based combat stores ships and dry cargo/ammunition ships to U.S. 5th and 7th fleet ships. This latest detachment to stand up, Detachment Charlie, embarked on combat stores ship USNS San Jose for U.S. 5th Fleet deployment operations. Guam-based Detachment Alpha initially embarked on combat

stores ship USNS Concord then transferred to dry cargo/ammunition ship USNS Amelia Earhart for U.S. Pacific Fleet operations, while Detachment Bravo aboard USNS Richard E. Byrd directly supported Pacific Partnership 2009.

SPECIAL MISSION

Special Mission Ships - 25

(as of Sept. 30, 2009)

Submarine and Special Warfare Support Ships - 7

MV HOS Black Powder
MV C-Champion
MV C-Commando
MV Dolores Chouest
MV HOS Gemstone
MV HOS Silverstar
MV HOS Westwind

Oceanographic Survey Ships - 7

USNS Bowditch (T-AGS 62)
USNS Bruce C. Heezen (T-AGS 64)
USNS Henson (T-AGS 63)
USNS John McDonnell (T-AGS 51)
USNS Pathfinder (T-AGS 60)
USNS Mary Sears (T-AGS 65)
USNS Sumner (T-AGS 61)

Ocean Surveillance Ships - 5

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

Missile Range Instrumentation Ships - 2

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

Navigation Test Support Ship - 1

USNS Waters (T-AGS 45)

Cable Laying/Repair Ship - 1

USNS Zeus (T-ARC 7)

Command Ship - 1

USS Mount Whitney (LCC 20)

Submarine Tender - 1

USS Emory S. Land (AS 39)*

*Not Yet Operational

MSC oceanographic survey ship USNS Henson transits a fjord en route to Oslo, Norway, where the ship embarked surveyors and equipment for a survey in the North Atlantic. Photo courtesy of Naval Oceanographic Office.

The Special Mission Program operated a variety of seagoing platforms in FY 2009 to support U.S. government agencies, including: U.S. Fleet Forces Command; the Oceanographer of the Navy; Commander, Undersea Surveillance; the Navy's Strategic Systems Program Office; Naval Special Warfare Command; Commander, Navy Installations Command; the Navy's Submarine Forces; the U.S. Air Force; and the Environmental Protection Agency. Civilian mariners employed by companies under contract to MSC operated the majority of these ships. Agency-provided technicians, including U.S. military and civilian personnel, performed the mission work and specialized shipboard tasks. Three special mission ships were crewed by federal civil service mariners. The program also provided contract management support for Navy Installations Command requirements for chartered harbor tugs and port operations.

Submarine and Special Warfare Support Ships

MSC began FY 2009 with seven chartered ships supporting the Navy's submarine and special warfare requirements. MV HOS Greystone, MV HOS Bluewater, MV HOS Silverstar and MV HOS Gemstone provided submarine escort support services for the Navy's submarine forces. MV HOS Black Powder and MV HOS Westwind were substituted for Bluewater and Greystone during this year.

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

Oceanographic Survey Ships

MSC's seven oceanographic survey ships used precise multi-beam, wide-angle, hydrographic sonar systems to collect water depth measurements and other related data. The information was used to produce accurate charts and other products for Navy warfighters.



SPECIAL MISSION

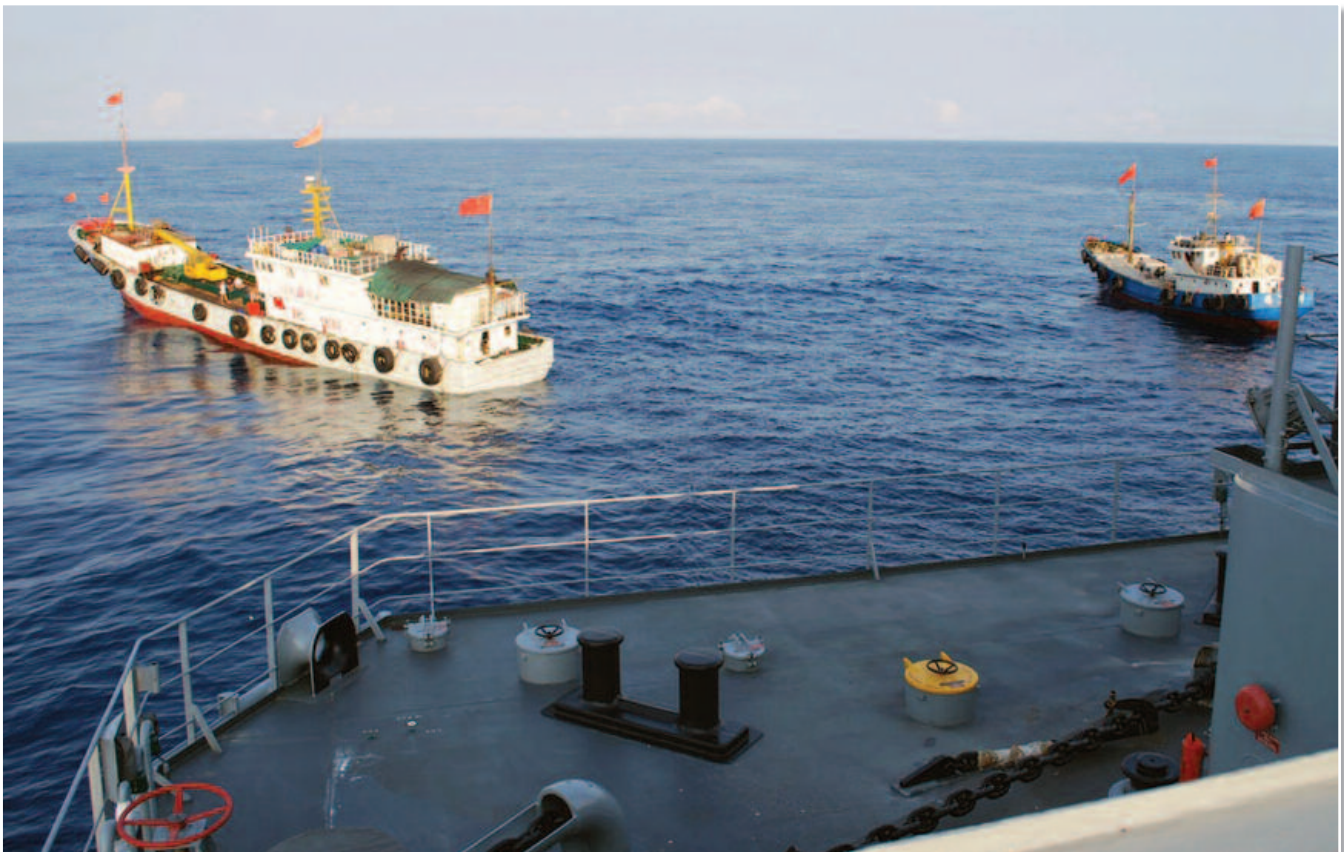
In addition to survey work, USNS Sumner, with its naval mobile instrumentation system, provided down-range missile tracking for the Navy's Strategic Systems Program Office.

USNS Bruce C. Heezen conducted survey operations in June off the coast of Vietnam in an effort to locate downed aircraft to aid in the recovery of personnel missing in action from the war in Vietnam.

Ocean Surveillance Ships

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

In March 2009, Impeccable was conducting routine operations in international waters in the South China Sea when it was approached and harassed by several Chinese vessels. The incident was resolved peacefully.



Two Chinese trawlers stop directly in front of MSC ocean surveillance ship USNS Impeccable, forcing the ship to conduct an emergency "all-stop" in international waters. U.S. Navy photo.

Missile Range Instrumentation Ships

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

SPECIAL MISSION



Above:
Personnel aboard MSC ocean surveillance ship USNS Able use firefighting hoses to deter simulated attackers in a rigid-hull, inflatable boat in the Pacific Ocean. Photo by MC2 Bryan Reckard.

Inset:
Sailors assigned to the visit, board, search and seizure team of guided-missile destroyer USS Mustin depart MSC ocean surveillance ship USNS Able after completing a drill aboard the ship in the Pacific Ocean in May. Photo by MC2 Bryan Reckard.



Navigation Test Support Ship

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

Cable Laying/Repair Ship

USNS Zeus continued as the Navy's only cable laying/repair ship. The ship started the year in ROS in Cheatham Annex, Va., transitioning to full operating status in February. After passing an inspection and survey and upon completing mission preparations, the ship operated in the North Atlantic.

Acoustic Survey Ship

Acoustic survey ship USNS Hayes was deactivated in December 2008 and stricken from the Navy rolls.

SPECIAL MISSION

Command Ship

Command ship USS Mount Whitney continued to support U.S. 6th Fleet operations in 2009, participating in a multinational exercise, Baltic Operations, in the Baltic Sea in June. Mount Whitney remained one of MSC's two commissioned ships with hybrid crews composed of Navy sailors and CIVMARs under the leadership of a Navy captain. The second ship was submarine tender USS Emory S. Land. The CIVMARs aboard both ships were responsible for navigation, deck, engineering, laundry and galley services, while the military crew members were in charge of communications, mission requirements and weapons systems.

Submarine Tender

USS Emory S. Land, which transferred to MSC from the combatant fleet in FY 2008, continued drydock work in Puget Sound Naval Shipyard during all of 2009 for upgrades to habitability spaces, machinery automation, bridge navigation system updates and other modifications required to enable operation by CIVMARs.

Harbor Tug and Port Services

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

MSC command ship USS Mount Whitney, which supports U.S. 6th Fleet, is pierside in the harbor of Gaeta, Italy. Photo by MC3 Eddie Harrison.



PREPOSITIONING

Prepositioning Ships - 30

(as of Sept. 30, 2009)

Maritime Prepositioning Force Ships - 14

Squadron One

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

Squadron Two

USNS SGT William R. Button (T-AK 3012)
USNS Lawrence H. Gianella (T-AOT 1125)
USNS SGT Matej Kocak (T-AK 3005)
USNS 1ST LT Baldomero Lopez (T-AK 3010)
USNS GYSGT Fred W. Stockham (T-AK 3017)

Squadron Three

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

Army Prepositioned Stocks Ships - 8

LMSRs

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

Container Ships

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

Navy, Defense Logistics Agency and Air Force Ships - 8

U.S. Navy (Break-Bulk Ship)

SS Cape Jacob (T-AK 5029)

Defense Logistics Agency (OPDS)

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

U.S. Air Force (Container Ships)

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

Aviation Logistics Support Ships

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

High-Speed Vessels (Catamaran)

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

A

t the conclusion of FY 2009, MSC operated 30 prepositioning ships that strategically placed U.S. combat equipment and supplies afloat around the globe, ready for rapid delivery ashore when needed. Most of the ships were assigned to sites in the Mediterranean Sea, Eastern Atlantic Ocean, Indian Ocean and Western Pacific Ocean. Some prepositioning ships were also based at ports in the United States, pending completion of ship- or cargo-maintenance periods. Two aviation logistics support ships, several large, medium-speed, roll-on/roll-off ships, or LMSRs, and several Maritime Prepositioning Ships were maintained in ROS on the U.S. East and West coasts for at least part of the year.

Prepositioning ships are divided into three basic support categories:

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

Maritime Prepositioning Force Ships

MPF forward-deployed U.S. Marine Corps combat and sustainment equipment and supplies for rapid employment across a range of wartime and peacetime operations. When unloaded, the ships are also available to support the Sealift Program for point-to-point transport of DOD cargo.

As part of the MPF restructuring plan, MPF capability expanded during



A U.S. Marine directs an amphibious assault vehicle off MSC Maritime Prepositioning Ship USNS MAJ Stephen W. Pless in Laem Chabang, Thailand, in support of Cobra Gold 2009. Photo by Edward Baxter.

PREPOSITIONING

2009 with the addition of new ships and the purchase of other, previously chartered MPS. When the plan is complete in 2011, three LMSRs will have been reassigned to the Maritime Prepositioning Force, and eight MPS that were privately owned and formerly chartered by MSC will have been purchased. Five other MPS charters will have been terminated. The plan also introduces a container ship and a tanker to the fleet. Purchasing MPS ensures program continuity — guaranteeing that ships with high military utility continue to be available to DOD. The plan also saves costs through efficiencies associated with the operation of government-owned ships, while at the same time adding more capable ships that can preposition increased quantities of oversized equipment.

In January, MSC acquired three MPS that were previously under long-term charter to MSC: USNS MAJ Stephen W. Pless, USNS SGT Matej Kocak and USNS SGT William R. Button.

In July, T-5 tanker USNS Lawrence H. Gianella, previously assigned to the Sealift Program, loaded jet fuel as cargo and deployed to Diego Garcia to join MPS Squadron Two. USNS Sisler, a Watson-class LMSR, was reassigned to the Prepositioning Program in 2008. During 2009, USNS Dahl underwent conversion work in the United States to prepare for deployment early in 2010 as the second Watson-class LMSR in the MPS fleet. The ship was previously assigned to Army Prepositioned Stocks Ships.

In November and December 2008, Button and offshore petroleum discharge system, or OPDS, tanker SS Chesapeake supported refueling operations for allied military forces from anchorages off Masirah, Oman. Chesapeake is part of the Maritime Administration's Ready Reserve Force, or RRF, a fleet of militarily useful ships maintained in ROS for use as surge sealift assets.

In June, USNS 2ND LT John P. Bobo supported NATO exercise Baltic Operations in the U.S. European Command area of responsibility.

In September, Bobo, USNS LCPL Roy M. Wheat and USNS 1ST LT Baldomero Lopez

During exercise Loyal Midas, a LARC V watercraft launches into the waters off Souda Bay, Greece, from MSC Maritime Prepositioning Ship USNS 2ND LT John P. Bobo, via the ship's stern ramp, left. Photo by CWO3 Tim Hartman.



PREPOSITIONING



MSC Maritime Prepositioning Ship Squadron Two vessels – MV CAPT Steven L. Bennett, front, an Air Force container ship; USNS Sisler, a large, medium-speed, roll-on/roll-off ship; and MV LTC John U.D. Page, rear, an Army container ship – sail in close formation during a sortie in the Indian Ocean north of Diego Garcia in November 2008. Photo by GMC Harold Williams.

unloaded cargo in exercise Noble Midas off Souda Bay, Greece. The exercise provided planning data for employment of armored rolling stock and other outsized cargo.

Army Prepositioned Stocks Ships

Six Watson-class LMSRs and two container ships supported the Army Prepositioned Stocks Program in FY 2009, after a seventh LMSR, USNS Dahl, was reassigned as an MPS.

Throughout Operation Enduring Freedom, each of these LMSRs has supported DOD requirements by providing both afloat-prepositioning capability and point-to-point transportation of DOD cargo. The ships have delivered millions of square feet of cargo to deployed U.S. forces. In April, USNS Dahl was transferred to the MPS program as part of the MPS restructuring plan, following completion of modifications to accommodate the new mission.

MSC continued its close partnership with Naval Sea Systems Command in a multi-year research and development program to demonstrate new capabilities for sealift and for the Maritime Prepositioning Force (Future) program. During FY 2009, LMSR USNS Watson was used to demonstrate the concept of a side-port ramp-connector for transfer of cargo to small craft. Also, detailed planning was ongoing for the FY 2010 research and development demonstration of the transfer system between an LMSR and a heavy-lift ship.

Defense Logistics Agency and Air Force Ships

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

MV VADM K.R. Wheeler, a new offshore petroleum distribution system, or OPDS, ship, continued service in the Western Pacific Ocean in FY 2009. Leveraging commercial technology from the offshore oil production and transportation industry, Wheeler can pump fuel to beach facilities from up to eight miles offshore, providing fuel to U.S. Army and Marine

PREPOSITIONING



MSC offshore petroleum distribution system ship MV VADM K.R. Wheeler, foreground, and MSC tanker USNS Lawrence H. Gianella, background, practice running a float hose between them during a one-day exercise off the coast of South Korea, Aug. 18. Photo by Edward Baxter.

Corps ground forces. The ship provides increased pumping capability and range across more demanding environmental conditions than existing OPDS vessels.

Break-Bulk ship SS Cape Jacob, on long-term activation from the RRF, continued Navy and Marine Corps ammunition service, supporting both U.S. Pacific Command and U.S. Central Command from the Guam/Saipan area.

Two container ships supported Air Force munitions requirements during the year: MV MAJ Bernard F. Fisher, and MV CAPT Steven L. Bennett. At the end of the year, Fisher was redelivered to its owners and replaced by MV TSGT John A. Chapman.

Two aviation logistics support ships, SS Wright and SS Curtiss, both on long-term activation from the RRF, supported Marine Corps rotary-wing aircraft repair. The ships remained in ROS on the U.S. East and West coasts, respectively.

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

The MSC-chartered high-speed vessel HSV 2 Swift joined the Prepositioning Program in November 2008 and provided support to Southern Partnership Station and Africa Partnership Station. These missions provided military training and humanitarian assistance in various countries in Africa and South and Central America.

Sealift Ships - 19

(as of Sept. 30, 2009)

Tankers - 4

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

Dry Cargo Ships - 4

MV American Tern (T-AK 4729)*
 MV Baffin Strait (T-AK 9519)*
 T/B Megan Beyel/MOBRO 1210*
 MV Virginian (T-AK 9205)*

Large, Medium-Speed, Roll-On/ Roll-Off Ships - 11

USNS Benavidez (T-AKR 306)
 USNS Brittin (T-AKR 305)
 USNS Fisher (T-AKR 301)
 USNS Gilliland (T-AKR 298)
 USNS Gordon (T-AKR 296)
 USNS Bob Hope (T-AKR 300)
 USNS Mendonca (T-AKR 303)
 USNS Piliiaau (T-AKR 304)
 USNS Seay (T-AKR 302)
 USNS Shughart (T-AKR 295)
 USNS Yano (T-AKR 297)

*Long-term charter

M

SC's Sealift Program delivers the combat and other military cargo needed by U.S. warfighters around the globe wherever and whenever needed. In FY 2009, the program supported Operation Iraqi Freedom,

Operation Enduring Freedom, military exercises and other day-to-day missions for DOD.

The Sealift Program operated 19 government-owned and long-term chartered, dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships. Also, the program had access to 50 ships of the RRF, which are maintained in ROS at ports in the United States. These government-owned ships offset the shortage of militarily useful cargo ships in the U.S. commercial sector. By policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

Tankers

In FY 2009, MSC tankers moved 1.8 billion gallons of fuel for the DOD. Four government-owned tankers, one long-term charter tanker and 46 short-term charter tankers made a total of 230 voyages, delivering fuel to U.S. forces at various locations around the world. The majority of the fuel was carried by four government-owned T-5 tankers and MV Transpacific, a small, 30,000-barrel-capacity, U.S.-flagged chartered ship operating in the Japan/Korea area. Nearly 77 percent of all the voyages were made on U.S.-flagged ships, that carried 71 percent of all DOD fuel moved by MSC.

In July, USNS Gianella transferred to the Prepositioning Program.

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

MSC large, medium-speed, roll-on/roll-off ship, USNS Seay conducts operations in a Joint-Logistics-Over-The-Shore exercise near Camp Lejeune, N.C. Seay anchored two miles off-shore and offloaded Army containers and rolling stock onto lighterage for transport to shore. U.S. Navy photo.



Dry Cargo Ships

During FY 2009, MSC operated a variety of dry cargo ships as they moved combat equipment and ammunition for U.S. force rotations in Operation Iraqi Freedom and Operation Enduring Freedom. Forty-nine different dry cargo ships, a mixture of chartered commercial ships and government-owned ships, delivered more than 2.4 million square feet of cargo for the war effort.

MSC dry cargo ships also supported exercises and missions around the globe such as Cobra Gold in Thailand and the West Africa Training Cruise. See the exercise table in the Appendix for more details.

MSC dry cargo ships also supported the delivery of supplies and material to McMurdo Station, Antarctica, and Thule Air Base, Greenland. MSC has supported these missions for more than 50 years.

MSC dry cargo ship MV American Tern participates in Operation Deep Freeze, the annual mission to replenish the National Science Foundation's McMurdo Station in Antarctica. National Science Foundation photo.



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

Five of eleven sealift LMSRs delivered DOD cargo to U.S. forces during FY 2009. These surge LMSRs are maintained pier-side in ROS, able to sail within four days of receiving an activation order. The ships are berthed at strategic ports on the U.S. East, West and Gulf coasts. Surge LMSRs are especially suited for transporting heavy, armored or outsized unit equipment such as tanks, MRAPs, up-armored Humvees and helicopters.

SEALIFT



A helicopter is discharged via the stern ramp of MSC large, medium-speed, roll-on/roll-off ship USNS Benavidez in Rota, Spain, in November 2008. Photo by Robert Foster.

During the year, the five activated surge LMSRs delivered almost 482,000 square feet of cargo to meet the U.S. military's worldwide cargo requirements primarily in support of Operation Iraqi Freedom. In addition, USNS Seay was activated to support JLOTS at Camp Lejeune, N.C., in a joint operation that consisted of loading and unloading ships without the aid of fixed port facilities.

Ready Reserve Force Ships

The RRF, a fleet of 50 militarily useful ships, includes roll-on/roll-off ships, Fast Sealift Ships, crane ships, break-bulk ships, lighterage-aboard ships, Seabee ships, an OPDS tanker and aviation logistics support ships. The aviation logistics support ships and one break-bulk ship were on long-term activation and assigned to the Prepositioning Program during FY 2009. All 27 of the RRF roll-on/roll-off ships were maintained in five-day ROS with 10-person crews aboard. The remainder of the RRF ships can take up to 10 days to fully activate. RRF ships are crewed by ship management companies under contract to the Maritime Administration, but come under MSC's operational control when activated. The ships are berthed on the U.S. East, West and Gulf coasts near potential military load sites.

Ready Reserve Force - 50*

(as of Sept. 30, 2009)

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

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



Table Abbreviations

M/Ts MEASUREMENT TONS (One M/T is a volume measurement equal to 40 cubic feet of dry cargo)

L/Ts LONG TONS (one L/T is equal to 2,240 pounds; used to measure petroleum products)

SQ FT SQUARE FEET of dry cargo

BBLs BARRELS of petroleum product

MSC fleet replenishment oiler USNS Tippecanoe steams through the Indian Ocean after conducting a replenishment at sea with guided-missile cruiser USS Vella Gulf in October 2008. Photo by MC2 Jason R. Zalasky.

APPENDIX

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APPENDIX: MSC OPERATIONS

Summary: MSC Operations

	OCTOBER - SEPTEMBER (\$millions) FY 2009		
	Revenue	Expense	Profit/(Loss)
NAVY			
Naval Fleet Auxiliary Force			
Combat Logistics Force	\$1,312.6	\$1,321.8	(\$9.2)
Hospital Ships	\$41.9	\$39.3	\$2.6
Harbor Tugs	-----	-----	-----
Sealift Enhancement	\$4.9	\$4.9	\$0.0
Total	\$1,359.4	\$1,366.0	(\$6.6)
Special Mission			
Special Mission Ships	\$311.4	\$299.0	\$12.4
Ocean Surveillance Ships	\$49.5	\$50.1	(\$0.6)
Chartered Ships	\$58.8	\$58.3	\$0.5
Harbor Tugs	\$56.1	\$58.7	(\$2.6)
Total	\$475.8	\$466.1	\$9.7
Prepositioning			
Prepositioning Ships	\$482.1	\$555.5	(\$73.4)
Total	\$482.1	\$555.5	(\$73.4)
Other Reimbursable Funding	\$50.6	\$50.6	\$0.0
Total Navy	\$2,367.9	\$2,438.2	(\$70.3)
TRANSCOM			
Prepositioning			
Prepositioning Ships	\$201.2	\$161.4	\$39.8
Total	\$201.2	\$161.4	\$39.8
Sealift			
Tankers	\$175.2	\$156.2	\$19.0
Dry Cargo	\$180.0	\$180.4	(\$0.4)
Surge Sealift	\$120.9	\$146.4	(\$25.5)
Total	\$476.1	\$483.0	(\$6.9)
Other Reimbursable Funding	(\$2.7)	(\$2.7)	\$0.0
Total TRANSCOM	\$674.6	\$641.7	\$32.9
Total MSC Business	\$3,042.5	\$3,079.9	(\$37.4)
Total MSC Budgeted Profit/(Loss) Target			(\$157.5)
Total Profit/(Loss) Target Variance			\$120.1

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

APPENDIX: EXPENSES

**Expenses by Type
Government vs. Non-Government**

	OCTOBER - SEPTEMBER (<i>\$millions</i>) FY 2009			
	Total Expenses	Gov	Non-Gov	Percent Non-Gov
NAVY				
Personnel				
Compensation/Benefits	\$671.5	\$112.9	\$558.6	83.2%
Travel/Transportation of Goods	\$30.3	\$7.8	\$22.5	74.3%
Rent, Communications and Utilities	\$24.6	\$20.4	\$4.2	17.1%
Printing/Reproduction	\$0.7	\$0.7	\$0.0	0.0%
Other Contractual Services	\$1,209.1	\$128.1	\$1,081.1	89.4%
Supplies/Material	\$410.5	\$363.4	\$47.1	11.5%
Equipment	\$81.3	\$38.4	\$42.9	52.8%
Depreciation	\$10.2	\$3.9	\$6.3	61.8%
Total Navy Expenses	\$2,438.2	\$675.6	\$1,762.6	72.3%
TRANSCOM				
Personnel				
Compensation/Benefits	\$24.7	\$22.2	\$2.5	10.1%
Travel/Transportation of Goods	\$3.4	\$2.5	\$0.9	26.5%
Rent, Communications and Utilities	\$12.1	\$5.4	\$6.7	55.4%
Printing/Reproduction	\$0.3	\$0.3	\$0.0	0.0%
Other Contractual Services	\$471.4	\$71.6	\$399.8	84.8%
Supplies/Material	\$115.8	\$93.4	\$22.4	19.3%
Equipment	\$6.5	\$2.5	\$4.0	61.5%
Depreciation	\$7.5	\$2.9	\$4.6	61.3%
Total TRANSCOM Expenses	\$641.7	\$200.8	\$440.9	68.7%
Total MSC Expenses	\$3,079.9	\$876.4	\$2,203.5	71.5%

APPENDIX: NFAF CARGO & SEALIFT DRY CARGO

Naval Fleet Auxiliary Force

Dry cargo and petroleum products transferred during underway replenishment

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2008	FY 2008	FY 2009	FY 2009
	Pallets	SQ FT	Pallets	SQ FT
Dry Cargo	99,989	1,299,857	122,974	1,598,662

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2008	FY 2008	FY 2009	FY 2009
	BLS	Gallons	BLS	Gallons
Petroleum	13,075,748	549,181,418	16,905,756	710,041,752

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

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2008	FY 2008	FY 2009	FY 2009
	M/T	SQ FT	M/T	SQ FT
U.S. Flag				
Commercial	345,555	1,079,936	91,575	1,363,881
Ready Reserve Force	98,044	471,833	25,207	78,335
Surge	849,615	3,886,274	0	861,694
Prepositioning (common user pool)	39,828	166,463	0	0
Total U.S. Flag	1,333,042	5,604,506	116,782	2,303,910
Total Foreign Flag	13,595	64,537	14,231	105,569
Total Sealift Cargo	1,346,637	5,669,043	131,013	2,409,479

APPENDIX: SEALIFT DRY CARGO

**Sealift Dry Cargo
Ship Type**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2008	FY 2008	FY 2009	FY 2009
	M/T	SQ FT	M/T	SQ FT
Controlled Sealift				
Government Owned	889,443	4,052,737	0	861,694
Commercial Charter	359,150	1,144,473	105,806	1,469,450
Ready Reserve Force	98,044	471,833	25,207	78,335
Total Sealift Cargo	1,346,637	5,669,043	131,013	2,409,479

**Sealift Dry Cargo
Deployment / Redeployment**

	OCTOBER - SEPTEMBER		OCTOBER - SEPTEMBER	
	FY 2008	FY 2008	FY 2009	FY 2009
	M/T	SQ FT	M/T	SQ FT
Deployment				
U.S. Flag Commercial	222,242	733,567	84,069	1,207,574
Ready Reserve Force	44,887	228,162	25,207	78,335
Surge	509,814	2,204,718	0	481,694
Prepositioning (common user pool)	39,828	166,463	0	0
Foreign Flag	2,375	8,920	14,231	105,569
Total Deployment	819,146	3,341,830	123,508	1,873,172
Redeployment				
U.S. Flag Commercial	123,313	346,369	7,505	156,307
Ready Reserve Force	53,157	243,671	0	0
Surge	339,801	1,681,556	0	380,000
Prepositioning (common user pool)	0	0	0	0
Foreign Flag	11,220	55,617	0	0
Total Redeployment	527,491	2,327,213	7,505	536,307
Total Sealift Cargo	1,346,637	5,669,043	131,013	2,409,479

APPENDIX: SEALIFT PETROLEUM

Sealift Petroleum: Type Product

	OCTOBER - SEPTEMBER			
	FY 2008	FY 2008	FY 2009	FY 2009
	L/T	BBLS	L/T	BBLS
Jet Fuel (JP8)	2,758,827	21,854,701	2,617,161	20,793,342
Mid-grade Gasoline (MUM)	9,880	86,208	919	7,899
Regular Gasoline (MUR)	22,525	147,053	-----	-----
Jet Fuel Oil #5 (JP5)	910,934	7,201,168	1,038,266	8,107,774
Thermo-Stable (JPTS)	3,818	30,997	7,674	61,956
Diesel Oil (DFM-08 / F76-09)	1,776,556	13,499,476	1,775,162	13,459,276
Intermediate Fuel Oil	-----	-----	18,561	121,982
Total Petroleum Products	5,482,540	42,819,603	5,457,743	42,552,229

**Sealift Petroleum: Workload Comparison
FY 2008 vs. FY 2009**

	OCTOBER - SEPTEMBER		
	FY 2008	FY 2009	Change
	L/T	L/T	L/T
Government-owned/Time Charter	2,419,669	3,753,540	1,333,871
Voyage Charter	3,062,871	1,704,203	(1,358,668)
Total Petroleum	5,482,540	5,457,743	(24,797)

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

	OCTOBER - SEPTEMBER			
	FY 2008 L/T	FY 2008 BBLs	FY 2009 L/T	FY2009 BBLs
Government-owned	2,300,195	18,011,347	2,117,578	16,510,058
U.S. Flag Time Charter	886,580	6,902,793	1,635,962	12,755,057
U.S. Flag Voyage Charter	121,548	945,209	104,411	814,057
Foreign Flag Voyage Charter	2,174,217	16,960,254	1,599,792	12,473,057
Total Petroleum	5,482,540	42,819,603	5,457,743	42,552,229

MSC Personnel: Afloat and Ashore

	As of September 30, 2009		
	FY 2008	FY 2009	Percent Change
Afloat			
Civil Service Mariners	5,230	5,023	(4.0)
Commercial Mariners	1,921	1,809	(5.8)
Military (active duty)	214	215	1.0
Military (Reserves)	567	309	(45.5)
Total Afloat	7,932	7,356	(7.3)
Ashore			
Civilian (direct/indirect)	1,061	1,116	5.2
Military (active duty)	156	160	2.6
Military (Reserves)	347	524	51.0
Total Ashore	1,564	1,800	15.1
Total Personnel	9,496	9,156	(3.6)

APPENDIX: OPERATING TEMPO

Naval Fleet Auxiliary: Operating Tempo

	FY 2008		FY 2009	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type of Ship				
Fleet Replenishment Oiler	14	2,709	14	2,639
Dry Cargo/Ammunition	5	611	6*	920
Ammunition	4	732	4	349
Fleet Ocean Tug	4	518	4	495
Fast Combat Support	4	826	4	671
Rescue and Salvage	4	491	4	419
Combat Stores	4	762	3**	447
Hospital	2	220	2	51
Totals	41	6,869	41	5,991

* USNS Robert E. Peary became operational Feb. 6, 2009; USNS Amelia Earhart became operational June 14, 2009; USNS Carl Brashear was delivered to MSC March 4, 2009, but was not operational in FY 2009.

** USNS Saturn was deactivated April 6, 2009; USNS Concord was deactivated Aug. 18, 2009.

Special Mission Ships: Operating Tempo

	FY 2008		FY 2009	
	No. of Ships	No. of Days at Sea	No. of Ships	No. of Days at Sea
Type				
Submarine & Special Warfare Support	9	639	7	639
Oceanographic Survey	7	1,598	7	1,664
Ocean Surveillance	6	1,364	5	1,394
Missile Range Instrumentation	2	387	2	526
Cable Laying/Repair	1	166	1	119
Navigation Test Support	1	199	1	163
Command Ships	1	95	1	86
Submarine Tender	---	---	1	0
Totals	28	4,448	25	4,591

APPENDIX: MSC CONTROLLED FLEET

MSC Controlled Fleet: September 30, 2009

Government Owned - 145*
Privately Owned - 20
TOTAL - 165

Naval Fleet
Auxiliary
Force



41

- 14 Fleet Replenishment Oilers
- 8 Dry Cargo/Ammunition Ships
- 4 Ammunition Ships
- 4 Fast Combat Support Ships
- 4 Fleet Ocean Tugs
- 4 Rescue and Salvage Ships
- 2 Hospital Ships
- 1 Combat Stores Ship

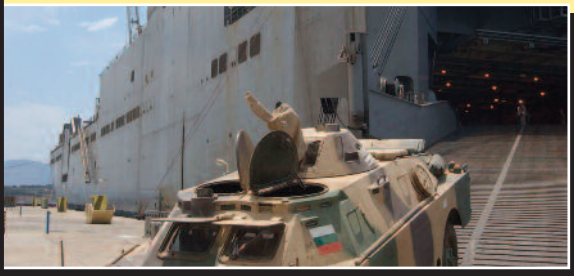
Special
Mission



25

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

Prepositioning



30*

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

Sealift



19

- 4 Tankers
 - 3 Government-owned
 - 1 Privately owned
- 4 Dry Cargo Ships
- 11 Large, Medium-Speed, Roll-On/Roll-Off Ships

Ready
Reserve
Force



50*

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

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

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

0 10 20 30 40 50 60

APPENDIX: EXERCISES

Exercise	Host	MSC Participants	Location	Dates	Purpose
African Lion	U.S. Africa Command, U.S. Marine Forces Europe	MV Via Belle, SEALOGEUR	Morocco	May-Jun 09	Train and exercise U.S.-Morocco forces in interoperability tactics and techniques
Austere Challenge/ Turbo Challenge	U.S. European Command/U.S. Transportation Command	USS Mount Whitney, MSCHQ, SEALOGEUR	Germany	Apr-May 09	Test planning and execution of U.S. European Command operations
Baltic Operations	U.S. European Command/ NATO	USNS John Lenthall, USNS 2ND LT John P. Bobo, USNS LCPL Roy M. Wheat, USS Mount Whitney, SEALOGEUR	Baltic Sea	Jun 09	Exercise maritime security operations with NATO and Partnership for Peace allies
Byzantine Voyager 2	U.S. Transportation Command	GTS ADM. WM. M. Callaghan, SS Grand Canyon State	Canadian Pacific	Mar 09	Train and exercise visit, board, search and seizure tactics
Cobra Gold	United Nations	MV Cape Howe, SS MAJ Stephen W. Pless, USNS Rappahannock SEALOGFE, EPU 111	Thailand	Jan-Feb 09	Promote regional stability in Southeast Asia, exercise Maritime Prepositioning Force off-load capabilities
Cooperation Afloat Readiness and Training	U.S. Pacific Command	USNS Safeguard	Philippines	May-Aug 09	Exercise multinational cooperation and interoperability with dive familiarization training
Eastern Shield	North Carolina National Guard	MV SSG Edward A. Carter Jr.	Morehead, N.C.	Mar 09	Train and exercise emergency response capabilities
Hurricane Exercise/ Citadel Shield	U.S. Fleet Forces Command/Navy Installations Command	All MSC ships and shore facilities in U.S. 2nd Fleet area of operations	U.S. East/ Gulf coasts	May 09	Test hurricane preparation and personnel accountability procedures
Joint-Logistics-Over- The-Shore	U.S. Transportation Command	USNS Seay, SS Cape May, SS Cornhusker State, SEALOGLANT	Camp Lejeune, N.C.; Guantanamo Bay, Cuba	May-Jun 09	Exercise cargo distribution via JLOTS platforms
Joint Task Force-Port Opening Sea Port of Debarcation Mission Readiness Exercise	U.S. Transportation Command	MSCHQ, SEALOGLANT, MSC Port Canaveral Office, EPU 109 and 110	Port Canaveral, Fla.	Apr 09	Exercise joint task force port-opening capabilities
Joint Warrior	U.S. European Command/ NATO	USNS Kanawha	Scotland	Apr-May 09	Train and exercise anti-air warfare capabilities
Joint Warrior	U.S. European Command/ NATO	USNS Leroy Grumman	Scotland	Oct 08	Train and exercise anti-air warfare capabilities
Key Resolve/Foal Eagle	U.S. Pacific Command	SEALOGPAC, SEALOGFE, MSC Office Korea, EPU 102, Reserve Unit 102	Republic of Korea	Feb-Mar 09	Train and exercise crisis management capabilities and command post operations

APPENDIX: EXERCISES

Exercise	Host	MSC Participants	Location	Dates	Purpose
Korean Flag Shipping Exercise	U.S. Forces Korea, U.S. Transportation Command	MV Chun Hak, MSCHQ, SEALOGFE, MSC Office Korea	Republic of Korea	Dec 08	Exercise readiness and interoperability
Loyal Mariner	NATO	LCPL Roy M. Wheat, USNS Laramie, SEALOGEUR	Mediterranean Sea	Mar 09	Train and exercise multinational interoperability in visit, board, search and seizure capabilities
Noble Midas	U.S. European Command/ NATO	USNS 2ND LT John P. Bobo, USNS LCPL Roy M. Wheat, USNS 1ST LT Baldomero Lopez	Greece	Sep 09	Exercise download of outsized armored rolling stock
Northern Edge	U.S. Pacific Command	USNS Bridge	Gulf of Alaska	Jun 09	Exercise crisis response in the Asian-Pacific region
Offshore Petroleum Distribution System Exercise	MSC	USNS Lawrence H. Gianella, MV VADM K.R. Wheeler, MV Fast Tempo	South Korea	Aug 09	Test new offshore petroleum distribution system capabilities
Phoenix Express	U.S. European Command/ NATO	USNS LCPL Roy M. Wheat, USNS Laramie, SEALOGEUR	Western Mediterranean Sea	May 09	Exercise and evaluate regional cooperation and maritime security capabilities in visit, board, search and seizure operations
Shared Accord	U.S. Africa Command, U.S. Marine Corps Forces Africa	MV Westward Venture	Benin	Jun 09	Train and exercise small infantry units
Solid Curtain/Citadel Shield	U.S. Fleet Forces Command	MSC Shore Commands	Continental United States	Feb 09	Train and exercise anti-terrorism and force protection capabilities
Southeast Asia Cooperation Against Terrorism	U.S. Navy, U.S. Coast Guard	USNS Safeguard, USNS PFC Dewayne T. Williams	South China Sea, Straits of Malacca	Aug 09	Provide training to multinational partners in counterterrorism operations and visit, board, search and seizure tactics
Talisman Saber	U.S. Pacific Command	USNS Amelia Earhart, USNS Alan Shepard, MV Noble Star	Eastern Australia	Jul 09	Exercise and train U.S.-Australian forces operating jointly
Turbo Containerized Distribution System	U.S. Pacific Command	MV American Tern, MSC Office Korea	Far East	Mar-May 09	Exercise ammunition movement related to Korean peninsula
Ulchi Freedom Guardian	U.S. Pacific Command	SEALOGFE, SEALOPAC	Republic of Korea	Aug 09	Exercise and evaluate crisis management and interoperability of U.S. and Korean forces
Unitas Gold	U.S. Southern Command	USNS Arctic, SEALOGLANT	Florida	Apr-May 09	Exercise and evaluate multinational naval forces interoperability

APPENDIX: AWARDS

Awards

During FY 2009, many MSC employees were recognized for their outstanding service to the Navy, DOD and the United States.

MSC Mariner Employee of the Year

USNS Grapple Able Seaman Michael Hales

MSC Mariner Awards of Excellence

USNS Concord 2nd Mate Ronald Bylsma
Medical Services Officer Querubin Tagulao
Purser Honesto Ramos
Yeoman Storekeeper Arturo Alcantara

USNS John Ericsson 2nd Mate Ronald Garrison
Purser Carla Rush

USNS Henry J. Kaiser 1st Assistant Engineer Samuel Elliott
Chief Steward Robert Prades

USNS Alan Shepard Deck Engineer Machinist Alfredo Ng

USNS Safeguard 2nd Electrician Roldan Aljentera

USNS Grapple Able Seaman Michael Hales

USNS San Jose Able Seaman Christopher Jones

USNS Kanawha Junior Supply Officer Kevin Williams

USNS John Lenthall Medical Services Officer Paul Manning

USNS Guadalupe 1st Radio Electronics Technician Colin Strong

MSC Shipmate of the Year Awards

USNS San Jose Purser Antonio Sereno
Able Seaman Christopher Jones

USNS Henry J. Kaiser Wiper Calvin Fear
Able Seaman Eugenia Yarborough

USNS Lewis and Clark Able Seaman Mary Hipolito

USNS Safeguard Engine Utilityman Angel Menes

USNS Alan Shepard Engine Utilityman Ryan Sulla

USNS Guadalupe Chief Radio Electronics Technician Douglas Banks

USNS Salvor Deck Engineer Machinist James Benko

USNS John Ericsson Wiper Carlos Credo

MSFSC Distiguated Career Achievement Award

Chief Engineer Terrance Campbell

MSFSC Special Act/Special Service Award

Master/Special Assistant Charles Becker
Port Chief Engineer Joseph Watts
Chief Engineer Lawrence Andres

APPENDIX: AWARDS

MSC Captain David M. Cook Food Service Excellence Award

<i>USNS Laramie</i>	Large ship, East Coast (fifth year in a row)
<i>USNS Yukon</i>	Large ship, West Coast (third year in a row)
<i>USNS Grasp</i>	Small ship (second year in a row)

Secretary of the Navy Safety Excellence Award

<i>USNS Bridge</i>	Master and crew
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Secretary of the Navy Outstanding Small Business Program Award

<i>Military Sealift Command HQ</i>	Brad Taylor
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Secretary of the Navy Environmental Quality Award

<i>USNS Bridge</i>	Master and crew
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Chief of Naval Operations Environmental Quality Award

<i>USNS Bridge</i>	Master and crew
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Chief of Naval Operations Afloat Safety Award

<i>USNS Bridge</i>	Master and crew
<i>USNS Grapple</i>	Master and crew
<i>USNS Mendonca</i>	Master and crew

U.S. Forces Korea Civilian Employee Supervisor of the Year

<i>MSC Office Korea</i>	Operations Officer Xavier Monroy
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Capt. Arthur L. Johnson Award for Inspirational Leadership

<i>USNS Catawba</i>	Master - Captain Charles Rodriguez
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United Seamen's Service Admiral of the Ocean Sea - Mariner's Plaque

<i>USNS Lewis and Clark</i>	Master and crew
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GALLERY

Right:
Navy Aviation Ordnanceman
Airman Apprentice Donald
Goodall III waves to his civil
service mariner father from
the bridge of aircraft carrier
USS John C. Stennis as
MSC fleet replenishment
oiler USNS John Ericsson
conducts a replenishment
at sea in the Pacific Ocean.
Photo by MC3 Josue L.
Escobosa.



Left:
As part of Bring Your Child
to Work Day, the son of a
SEALOGPAC employee
gets a demonstration in
firefighting gear from an
instructor at MSC Training
Center West in April. Photo
by Sarah Burford.

Below:
A Royal Brunei Navy diver
signals his O.K. after being
fitted with a dive helmet
during Cooperation Afloat
Readiness and Training
Brunei 2009 aboard MSC
rescue and salvage ship
USNS Safeguard in Muara,
Brunei. Photo by CWO
Troy Roat.





MSC fleet replenishment oiler USNS Big Horn conducts an underway replenishment with guided-missile cruiser USS Vicksburg in the Atlantic Ocean. Photo by Ensign Marc D. Schron.

MSC delivers



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