

1: Military Sealift Command | Navy Live

Military Sealift Command is the transportation provider for the Department of Defense with the responsibility of providing strategic sealift and ocean transportation for all military forces overseas.

As early as 1862, both the U. Navy chartered American merchant ships separately. Jesup, Quartermaster of the Army, recommended that the Navy be given responsibility for all water transportation requirements for the military. However, each service managed their own sea transportation throughout the nineteenth century and both World Wars. The command assumed responsibility for providing sealift and ocean transportation for all military services as well as for other government agencies. In addition to transporting troops and combat equipment to and from Korea, command ships supplied US bases and Distant Early Warning line construction sites and supported US nation building efforts from Europe and Africa, to the Far East. The 1960s brought the conflict in Southeast Asia. From 1965 to 1975, MSTs moved almost 54 million Short ton of combat equipment and supplies and almost 8 million long tons of fuel to Vietnam. Currently, most US troops are prepositioned by air. Heretofore, these civilian-manned ships had only been used for point to point transport of cargo. To determine the feasibility of this concept, Admiral Zumwalt directed the formation of a special study group to recommend how the navy could better utilize the MSC fleet to save both manpower and money. The high cost of training personnel after the advent of the all-volunteer navy made it imperative that seagoing personnel be assigned to complex warships of the fleet whenever possible. The study concluded that significant savings could be achieved if civilian mariners could be substituted for uniformed navy sailors in fleet support ships. In a joint U. Navy-Maritime Administration project called "Charger Log" was established to test whether or not a union-crewed merchant ship could provide some or all of the fleet support services normally provided by navy oilers. Extensive trials were conducted using the civilian manned merchant tanker SS Erna Elizabeth equipped with both alongside and astern fueling gear to test the feasibility of augmenting not replacing the service force with ships of the merchant marine. After its transfer, the ship underwent a thorough overhaul that included refurbishment of equipment, gear, and refueling rigs, modification of crew quarters, and the removal of armaments. She entered service with a crew of civilian mariners hired by the government augmented by a sixteen-member naval complement. The shortage of multiproduct replenishment ships in the early 1960s led to the development of an improvised system for dispensing fuel from ammunition and stores ships that allowed them to transfer fuel to smaller combatants. Neither type of ship had cargo fuel, but each could share its own fuel with destroyers and frigates in an emergency. The lack of sufficient numbers of AOE's or AOR's precluded the deployment of these types in support of any of the surface warfare groups, which were generally composed of destroyers and frigates. The old saw that necessity is the mother of invention proved to be true when Rear Admiral John Johnson devised a practical solution to the shortage of fuel-carrying UNREP ships based on the modification of existing cargo transfer gear on ammunition and stores ships. As commander Task Force 73 the service force of the Seventh Fleet in 1968, Admiral Johnson had to contend with the problem of how to provide logistic support for the two Seventh Fleet destroyers deployed to the Indian Ocean for an extended period of time. The highline was used as a span wire, and fuel hose saddles were supported from a wire whip from a nearby hauling winch or a fiber whip from a nearby gypsy. The pumping rate was considerably less than that of a fleet oiler and, while workable, contained many drawbacks. Command resources delivered more than 12 million tons 11 million metric tonnes of wheeled and tracked vehicles, helicopters, ammunition, dry cargo, fuel and other supplies and equipment during the war. At the high point of the war, more than government-owned and chartered ships delivering the largest part of the international arsenal that defeated Saddam Hussein in Iraq. MSC was also involved in the invasion of Iraq, delivering 61,000 square feet 5.

2: Military Sealift Command: Delivering in a Contested Environment

Master list of all U. S. Navy Military Sealift Command Ships - We can make you a cap or garment for any of these vessels - www.enganchecubano.com - MILITARY SEALIFT COMMAND Dry Cargo/Ammunition Ships USNS Lewis and Clark (T-AKE-1) USNS Sacag.

Delivering in a Contested Environment Story Number: NNS -- For more than 50 years the mariners of Military Sealift Command have sailed virtually uncontested around the globe to deliver the logistics and service support our fleet commanders and deployed warfighters require to complete their missions. But today we can no longer assume unfettered access across the maritime domain. Our competitors and adversaries can compete with us on a global scale across all domains, therefore we must prepare our mariners to operate in an environment where the rapid pace of technology means change is exponential and training and preparation are essential to future success. Dee Mewbourne, to discuss the topic of operating our ships in a contested environment. For decades, the U. Navy and Military Sealift Command have enjoyed unimpeded access in the maritime domain, with little to no interference from adversaries or competitors. How has the maritime environment changed and what are some of the challenges we currently face? Most significantly, our mariners are now sailing in a contested environment. Our civilian and military leadership acknowledge there are four nation-states which the United States is concerned about; Russia, China, North Korea and Iran. We are also deeply engaged in the fight against violent extremism worldwide. This is an example of the contested environment we are witnessing. Both of these nations have very capable naval forces and each is currently increasing their naval capabilities. Both are considered global navies and possess the ability to project power throughout the global commons. Navy is transparent when it comes to our maritime operations. This is not the case with many other nations. The manner in which some states operate at sea raises the possibility of harmful incidents due to miscalculations or misunderstanding. Navy has been involved extensively in strike warfare against targets ashore in the land wars of the last several decades, the seas have not been the primary battlespace. Previously the sea was a generally safe environment from which our naval forces could operate and strike our enemies with impunity. That is no longer the case. What steps will MSC have to take to ensure we can deliver assured maritime logistics in this increasingly complex and contested environment? There is no other organization that provides the level of joint-warfighter maritime logistical support we do. My focus is making sure we continue to provide that same level of support five, 10 and 20 years from now. While we might hope to evade the shoal waters ahead, we must prepare to operate and win in this new environment. My vision is that MSC trains to successfully carry out our missions in a contested environment, and that our mariners and shore staff are ready for the threats and complex problems they may encounter. The oiler in this graphic is sailing in very troubled waters and there is a powerful storm looming off the bow on the horizon of the ship. While the crew is hopeful to avoid the storm, the mariners aboard must be prepared to weather the threat. We must be prepared to weather the storm. Focusing on ship and crew readiness is a priority; be it the material condition of our platforms, training of our shipboard personnel, proper manning of our ships with qualified mariners, or the resilience of our people and their families; all of these play a role in the holistic readiness of our fleet. How are we training our civilian mariners to safely operate in this new more complex environment? During WWII, mariners understood there was a strong likelihood that their ship could be targeted and attacked. They focused on skills which would increase their chances of survival. These basic skills are needed to survive in times of peril at sea. Another area we need to focus on is the ability to sail undetected. To accomplish this we implemented tactics such as turning out lights, reducing radio transmissions, and avoiding certain areas which increased the chances of ship detection by adversaries. MSC must develop, implement and practice similar tactics to counter detection in a modern contested environment and prevent our ships from being targeted. In order to implement change, we must first understand where we are today, where we want to go, and then plot a course to get there. The Contested Environment Working Group is a collection of cross-functional experts who understand how MSC operates today, and is actively seeking information through war games, training exercises, personal testimony, and historical examples about

the potential future of our fleet while operating in challenged seas. The working group uses this knowledge to compare where MSC is now with where it should be heading. Furthermore, the working group evaluates gaps in capability, capacity, knowledge and training, and proposes solutions to remedy any deficiencies. Could you explain what "bending the curve" means and how it applies to MSC? The horizontal axis of the graph demonstrates the element of time. The time period we are concerned with begins just after WWII and extends to today and into the near-future. This course led us to being the best in the world but is represented on the graph by a relatively flat line because we also stopped doing some of the things which were necessary to operate successfully in a contested environment. Examples include removing military personnel such as the Navy Armed Guard, and certain self-defense systems from our ships. They have invested lots of resources, manpower and effort into strengthening their ability to conduct warfare at sea. These actions are demonstrated by an upward curving "ski-jump" shape to the graph. As Americans, defeat is not in our vocabulary. As a nation, we do all we can to avoid armed conflict, but if we must fight, we are in it to win. We need to do everything possible to accomplish the mission and return our mariners home safely. As the professional and dedicated men and women of MSC have done throughout our history, we will answer the call, and effectively provide assured global maritime logistics services to the warfighter. For more information, visit www. For more news from Military Sealift Command, visit www.

3: MSC - Able Seaman

This week help us recognize Military Sealift Command's fleet replenishment oiler USNS Joshua Humphreys (T-AO) which recently excelled on a short-notice Ships Material Assessment and Readiness Testing (SMART) inspection.

The Expeditionary Fast Transport EPF program is a cooperative effort for a high-speed, shallow draft vessel intended for rapid intratheater transport of medium-sized cargo payloads. Missions, functions and tasks remained unchanged. By late , all subordinate SSUs were fully operational. The SSUs except for Guam and Yokohama are collocated with their respective numbered fleet operational logistics task force commanders and Sealift Logistics Commands, but are not within that chain of command. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. August Learn how and when to remove this template message

Military sea transportation prior to [edit] As early as , both the U. Navy chartered American merchant ships separately. Jesup , Quartermaster of the Army, recommended that the Navy be given responsibility for all water transportation requirements for the military. However, each service managed their own sea transportation throughout the nineteenth century and both World Wars. Military Sea Transportation Service[edit] On 15 December , the Secretary of Defense James Forrestal issued a statement, "all military sea transport including Army transports would be placed under Navy command. The command assumed responsibility for providing sealift and ocean transportation for all military services as well as for other government agencies. In addition to transporting troops and combat equipment to and from Korea, command ships supplied US bases and Distant Early Warning line construction sites and supported US nation building efforts from Europe and Africa, to the Far East. The s brought the conflict in Southeast Asia. From to MSTs moved almost 54 million tons of combat equipment and supplies and almost 8 million long tons of fuel to Vietnam. Currently, most US troops are prepositioned by air. Heretofore, these civilian-manned ships had only been used for point to point transport of cargo. To determine the feasibility of this concept, Admiral Zumwalt directed the formation of a special study group to recommend how the navy could better utilize the MSC fleet to save both manpower and money. The high cost of training personnel after the advent of the all-volunteer navy made it imperative that seagoing personnel be assigned to complex warships of the fleet whenever possible. The study concluded that significant savings could be achieved if civilian mariners could be substituted for uniformed navy sailors in fleet support ships. In a joint U. Navy- Maritime Administration project called "Charger Log" was established to test whether or not a union-crewed merchant ship could provide some or all of the fleet support services normally provided by navy oilers. Extensive trials were conducted using the civilian manned merchant tanker SS Erna Elizabeth equipped with both alongside and astern fueling gear to test the feasibility of augmenting not replacing the service force with ships of the U. After its transfer, the ship underwent a thorough overhaul that included refurbishment of equipment, gear, and refueling rigs, modification of crew quarters, and the removal of armaments. She entered service with a crew of civilian mariners hired by the government augmented by a sixteen-member naval complement. The shortage of multiproduct replenishment ships in the early s led to the development of an improvised system for dispensing fuel from ammunition and stores ships that allowed them to transfer fuel to smaller combatants. Neither type of ship had cargo fuel, but each could share its own fuel with destroyers and frigates in an emergency. The lack of sufficient numbers of AOE's or AOR's precluded the deployment of these types in support of any of the surface warfare groups, which were generally composed of destroyers and frigates. The old saw that necessity is the mother of invention proved to be true when Rear Admiral John Johnson devised a practical solution to the shortage of fuel-carrying UNREP ships based on the modification of existing cargo transfer gear on ammunition and stores ships. As commander Task Force 73 the service force of the Seventh Fleet in , Admiral Johnson had to contend with the problem of how to provide logistic support for the two Seventh Fleet destroyers deployed to the Indian Ocean for an extended period of time. The highline was used as a span wire, and fuel hose saddles were supported from a wire whip from a nearby hauling winch or a fiber whip from a nearby gypsy. The pumping rate was considerably less than that of a fleet oiler and, while

workable, contained many drawbacks. Command resources delivered more than 12 million tons 11 million metric tonnes of wheeled and tracked vehicles, helicopters, ammunition, dry cargo, fuel and other supplies and equipment during the war. At the high point of the war, more than government-owned and chartered ships delivering the largest part of the international arsenal that defeated Saddam Hussein in Iraq. MSC was also involved in the invasion of Iraq , delivering 61,, square feet 5. In rare instances, ships were transferred from MSC to the U. Navy, being commissioned and receiving the USS-prefix. It was concluded shortly thereafter that the operations the ship engaged in required it to be a USS warship and thus it was transferred back to the Navy and recommissioned. Puller T-ESB-3 in , after which she was finally retired after 46 years of service. USS Card CVE was a Bogue-class escort aircraft carrier laid down in as a C-3 cargo ship, then acquired from the Maritime Commission while under construction and converted into an escort carrier, and decommissioned after World War 2. In it was placed into service with Military Sea Transportation Service as a civilian aircraft transport and later sunk pierside after being attacked by the Viet Cong in the Vietnam War, killing five civilian crew members. Navy during World War II.

4: Military Sealift Command | United States Navy | www.enganchecubano.com

The United States Navy's Military Sealift Command (MSC) is an organization that controls the replenishment and military transport ships of the www.enganchecubano.comry Sealift Command has the responsibility for providing sealift and ocean transportation for all US military services as well as for other government agencies.

Bobo are underway during Valiant Shield , a biennial, U. Navy, almost half the size it was during the height of the Cold War, is going to be busy with combat operations. It may be too busy, in fact, to always escort the massive sealift effort it would take to transport what the Navy estimates will be roughly 90 percent of the Marine Corps and Army gear the force would need to sustain a major conflict. Along with Rear Adm. Dee Mewbourne at Military Sealift Command, who would get operational control of the whole surge force in a crisis, Buzby has been working to educate mariners on things that might seem basic to experienced Navy personnel but are new to many civilian mariners. The deterrent capability of our military is weakened by our inability to deploy combat-ready forces quickly. Kenneth Wykle Losing ships and qualified mariners would rapidly put enormous pressure on U. With far fewer qualified and trained mariners than existed during World War II, combined with an all-but-extinct commercial shipbuilding sector in the United States, sealift would rapidly become a massive strategic liability if Russia or China were able to begin sinking ships in numbers as Germany did during both World Wars. Today, the Maritime Administration estimates that to operate both the surge sealift ships “the 46 ships in the Ready Reserve Force and the 15 ships in the MSC surge force” and the roughly 60 U. They need 11, mariners to man the shops, and the pool of available, active mariners is 11, That means in a crisis every one of them would need to show up for the surge, according to a recent MARAD report to Congress. By contrast the U. [Subscribe Enter a valid email address Subscribe Click for more newsletters](#) That means that significant losses among the available pool of mariners would likely dissuade some from volunteering bad and would mean the loss of mariners with critical skills needed to operate the fleet for months or even years in a major contingency worse. And even without losses, MARAD estimates the country is about 1, mariners short if any kind of rotational presence is needed. To read more on this, click the link below. The US Army is preparing to fight in Europe, but can it even get there? Army has been laying the foundations to fight once again in Europe. But if war were to break out tomorrow, the U. David Larter Electronic warfare To try and offset these daunting challenges, MSC and the Maritime Administration are getting their mariners to think more like sailors when it comes to digital emissions. Navy ships have for decades had to be conscious of electronic sniffing equipment that can identify U. That kind of electronic trickery is going to be vital to preserving the sealift fleet if it has to operate with Russian or Chinese military on the prowl in the Atlantic of Pacific theaters, Buzby said. Diagnostic functions, those kinds of things. So we had to figure out how to turn that off. And its [much more prevalent] on our commercial ships. As part of those efforts, the command has developed a basic and advanced operations course for its mariners and has been participating in more fleet exercises, he said. The effort focuses on containing electronic emissions, becoming physically fit to be able to combat damage over long periods and a sobering reminder at the end, he added. The head of U. Naval Forces Europe, Adm. But with the expansion of NATO to former Soviet satellite states, the Battle of the Atlantic will sprawl from the Eastern Seaboard all the way to the Baltic and Black seas, areas that Russia has fortified with anti-access, area denial weapons and other capabilities in recent years. That battle raged during the first few years of the war and the Germans almost brought us to our knees using the Wolf Pack tactics. Most of us believe that our people will not be dissuaded. But until they walk up the gangway, you never know.

5: Military Sealift Command

Military Sealift Command Pacific welcomed the newest ship to the Pacific area of operations, rescue and salvage ship USNS Grasp (T-ARS 51) Grasp arrived in San Diego, Calif., on Tuesday, following a day trip from its former home in Little Creek, Va.

6: Military Sealift Command | U.S. Naval Forces Europe-Africa / U.S. 6th Fleet

Military Sealift Command is actively recruiting for Mechanical Engineers, Electrical Engineer, Naval Architect and Electronics Engineer. See the shore side position requirements and application submission instructions.

7: Military Sealift Command - Wikipedia

U.S. Mariners are not used to operating in contested environments like straits near Yemen, Rear Adm. Dee Mewbourne, head of the Navy's Military Sealift Command said. He noted 90 percent of the.

8: US Army warns of crippling sealift shortfalls during wartime

BALTIMORE (NNS) -- Military Sealift Command (MSC) held a change of command Oct. 16 during a ceremony aboard Navy hospital ship USNS Comfort in Baltimore. Rear Adm. Mark H. Buzby, a year Navy.

9: Military Sealift Command Online Application - Academy

The Able Seaman is a Civil Service Mariner (CIVMAR) employed by the Navy to serve the Military Sealift Command (MSC) onboard naval auxiliaries and hybrid-manned warships worldwide, in peace and war.

Padraic O Conaire. Textbook of hydrometallurgy Traits and stories of the Irish peasantry William Carleton Song : Whats the news? Assessments and recommendations Overall Dependencies Race, sex, rome, and Ayn Rand Draft environmental assessment for W.R. Grace vermiculite mine closure plan near Libby, MT The scandal of service Single Variable Calculus (Paper) Human trafficking in vietnam New York, Geographia Map of Babylon and Islip, Street and Road Map Asus zenfone 3 max user manual Where the wild grape grows Introduction a la psychanalyse Soda 7 with crack Fab fashion for your feet News in the regions After the primitive Christians Event booking system Letter to Dear Debora[h] Younger patients Zafra Cooper and Anne Stewart Trusting knowledge 15. The Secret societies of Ireland List of abbreviations and code names Chris McGregor and the Brotherhood of Breath Legal system in business mba Scheduling appointments and maintaining the physicians schedule Project Planning, Scheduling Control, 3rd Edition Synthesizing and transmitting knowledge The Snake-Catchers Daughter (Mamur Zapt Series) The Reign of Henry the Eighth Volume 1 (Large Print Edition) The energy bus action plan Immunology of HIV infection Financial engineering derivatives and risk management cuthbertson Tales of a Theatrical Guru (Music in American Life) Treatise on faith and justice of Christs kingdom Precious Love (Black Satin) XII. Pollys Enemy, 121 The legend of the blue eyes