



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350

IN REPLY REFER TO
OPNAVINST 4620.4B
OP-422D
25 NOV 1985

OPNAV INSTRUCTION 4620.4B

From: Chief of Naval Operations

Subj: NAVY POLICY REGARDING FLEET OPERATING FORCES AND
MILITARY SEALIFT COMMAND FORCES, AND OTHER RELATED
MATTERS

Ref: (a) OPNAVINST 5440.20F (NOTAL)

1. Purpose. To disseminate basic policies pertaining to the delineation of responsibility among the Fleet Commanders in Chief (FLTCINCs) and the Commander, Military Sealift Command (COMSC) for the assignment and operational control of Military Sealift Command (MSC) Force ships.
2. Cancellation. OPNAVINST 4620.4A
3. Basic Policies. Reference (a) has affirmed MSC, including all of its subordinate activities, as a part of the Operating Forces of the Navy under the command of the Chief of Naval Operations (CNO). It requires COMSC to provide MSC Force ships to the FLTCINCs for strategic sealift, direct fleet support and special mission support. Further, in this regard, reference (a) defines the responsibilities of the FLTCINCs to integrate all MSC Force ships, except short term foreign flag charters, into their fleet organizational structures, and to operate, control and protect them.

Accordingly:

- a. FLTCINCs are responsible for the following:
 - (1) Control, operation and protection of assigned MSC Force ships.
 - (2) Mobile logistic support for fleet units, including underway replenishment groups.
 - (3) Special mission and other sealift service support as required by the Department of Defense (DOD) and other government agencies.
 - (4) Logistic support of established bases under their command.

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(5) Logistic support to amphibious advance bases, when required by the Joint Chiefs of Staff (JCS) or a Unified Commander.

(6) Consistent with other Fleet missions, coordinating with and assisting COMSC in providing and supporting sealift forces when requested or directed.

b. COMSC is responsible for the following:

(1) Assignment of common-user strategic sealift shipping, except short term foreign flag charters, in peacetime to the operational control of the FLTCINCs.

(2) Assignment of MSC Force ships to the operational control of FLTCINCs or designated subordinates to meet fleet mobile logistics support and special mission requirements of the DOD or other government agencies.

(3) As allocated by JCS, assignment of strategic sealift shipping to the operational control of the FLTCINC, when in the FLTCINC's area of responsibility.

4. Responsibilities of Fleet Operating Forces and MSC for Strategic Sealift

a. FLTCINCs are responsible for the logistic support of their respective fleets and designated bases under their commands, in accordance with current directives. This responsibility may be discharged by:

(1) Service and amphibious forces of Commander Naval Surface Force, U. S. Atlantic Fleet/Commander Naval Surface Force, U. S. Pacific Fleet.

(2) Submitting supply requirements to naval supply activities. Shipment within the Defense Transportation System may entail lift by MSC ships.

(3) Requesting the exclusive use of MSC ships.

b. COMSC (as the Transportation Operating Agency (TOA)) is responsible for furnishing sealift to the DOD (and other Government agencies as authorized by the Secretary of Defense). This responsibility may be discharged by:

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(1) Scheduling DOD cargo lifts in MSC ships. Coordination of lift requirements and ship operational control will be accomplished through additional duty assignment of COMSC and subordinate commanders with the FLTCINCs and numbered Fleet Commanders.

(2) Exercising operational control of other ships, specifically though not restricted to, foreign flag charters.

(3) Requesting opportune use of lift which can be furnished by fleet operating forces.

5. Assignment of Naval Fleet Auxiliary Force (NFAF) Ships to MSC and Fleet Commanders in Chief

a. When directed by the Chief of Naval Operations (CNO) fleet support ships will be administratively assigned to COMSC for direct fleet support. All costs incident to their operation will be charged to the appropriate account of fleet Operations and Maintenance, Navy funding.

b. Operational control of MSC Force ships in continuing, direct support of fleet units is exercised by FLTCINCs and numbered Fleet Commanders, who will schedule their operations accordingly. During periods of overhaul, repair, upkeep, and workups, these ships will normally revert to the operational control of COMSC.

6. Assignment of Special Mission Ships to MSC and Fleet Commanders in Chief

a. Special Mission Ships such as scientific support, oceanography, range instrumentation, research, cable laying, and repair ships used to support a specific sponsor, will be administratively assigned to COMSC. Operational control will be exercised by a Fleet Commander or a designated subordinate, normally an MSC Area or Sub-area Commander under additional duty assignment to a numbered Fleet Commander. During periods of overhaul, repair, upkeep, and workups, these ships will normally revert to the operational control of COMSC.

7. Temporary Interchange of Ships COMSC is authorized to deal directly with a FLTCINC or a designated subordinate in matters pertaining to temporary interchange of ships (including their operational control) and mutual services, keeping CNO informed.

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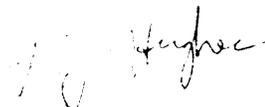
8. Funding Underutilization of MSC Common-user Assets. When COMSC is requested by one of the shipper services or is directed by higher authority to hold specific common-user sealift assets in full operational status or reduced operational status for validated contingency movement requirements or for other purposes, under-utilization costs will be borne by the requesting service or higher authority.

9. Reimbursement Procedures for Provision of Entire Ships

a. When COMSC provides an entire ship to the fleet operating forces, COMSC will charge the Department of the Navy (DON), in accordance with the applicable MSC billing instruction.

b. When COMSC requests sealift assistance from the fleet operating forces in the form of entire ships for a definite period of time or for special assignments and the fleet operating forces are in a position to comply with such a request, COMSC will reimburse DON in an amount equal to 40 percent of the applicable MSC per diem rate for a similar type of ship, which amount is considered to be equal to the additional cost of operation, maintenance, and repairs incurred over and above the amount included in DON budget for normal operations. This reimbursement provision does not apply to specific projects for which DON budgets the cost of its participation in such projects. Unless otherwise specifically provided for, damage which may be sustained as a result of any unusual or unique service in which a ship is operated while on loan from the fleet and any special alterations or special equipment required to fit fleet ships for a special service shall be paid for by DON.

c. DON will not be reimbursed by COMSC for passengers and cargo lifted by the fleet operating forces except as set forth for entire ships in paragraph 9b, above.



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Distribution
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