MILITARY SEALIFT COMMAND

Take Command of Your Career

Second Officer

MERIT PROMOTION OPPORTUNITY ANNOUNCEMENT

Announcement #	27-106-01MPOC		
Title, Series, Grade, (Code):	Second Officer(W), WM 9906-27, (106)		
Base Salary:	$86,504 Per annum		
Opening Date:	October 1, 2026	Closing Date:	Open Continuous with Periodic Cut-Offs
Location:	Military Sealift Command (MSC) Vessels Worldwide		
Who May Apply:	Due to critical shortages in this rating, applications will receive immediate consideration upon receipt. Selections will be made until critical shortages no longer exist. Open to all permanent qualified Military Sealift Command (MSC) Civil Service Mariner (CIVMAR) employees. Applicants, who previously applied under POA 26-106-01MPOC, must reapply, if they wish to be considered for this position.		
Duties:	The Second Officer 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. MSC exists to support the joint warfighter across the full spectrum of military operations. MSC provides on-time logistics, strategic sealift, as well as specialized missions anywhere in the world, in contested or uncontested environments. Serves as a member of the Deck Department under the supervision of the First Officer. Assists the Master and First Officer in carrying out their responsibilities and duties and performs such duties that may be assigned, including assuming command of the ship in their absence. Responsible for the dual function as Navigator and Operations Officer. As the Navigation Officer, directly accountable to the Master for the navigation responsibilities of the ship. Serves as the direct supervisor of all Watch Officers and Watch Teams both at sea and in port. Prepares a comprehensive voyage plan and briefs the Master and watch officers ensuring that the classified nature of the mission and specific information on ship’s voyages, movements and position are not indiscriminately revealed.		

	As the Operations Officer (OPSO), responsible for the scheduling of operational tasking and harbor movements, naval message operational traffic, tactical maneuvering coordination and communication underway, and Helicopter Control Officer (HCO). Member of the Master's Staff and Safety Council. The OPSO is the designated position replacing the Military Detachment Officer-in-Charge. He is the direct supervisor of the Operation Chief. The OPSO provides key information to the Master and Watch Team concerning ship schedule, maneuvering and flight operations. The OPSO also works in conjunction with the Cargo Officer and CIVMAR Supply Officer to ensure all cargo evolutions are within the capability of the ship's manning and ROC & POE. The OPSO is the link and primary point of contact from the ship to Afloat Training Group (ATG), Military Sealift Command Area Commmander (MSC AC), Battle or Strike Group Commander, and customer ships in coordinating all logistics events; keeping informed through email, naval message, and voice communications. Attends logistic and/or pre-deployment conferences as required. As the Navigator, assists the First Officer and/or Master in training lookouts and watchstanders in safe navigational practices and in the proper use of navigational equipment. PART I-SECOND OFFICER (WATCH) Updates and maintains navigational supplies and the efficient operation of all instruments and accessories used in navigation such as charts, coast pilots, light lists, almanacs, tide and current tables, sailing directions, course recorders, magnetic compasses and adjustment methods, gyro compasses, barometers, chronometers, and all other associated equipment essential to supporting the safe navigation of the vessel. Performs such duties as docking/undocking, anchoring, and underway steaming. Must be able to effectively use applicable shipboard software applications to include loading digital charts, ensure voyage plans are synchronized in ECDIS system, and serves as Global Maritime Distress and Safety System (GMDSS) primary operator. Ensures that hydrographic and oceanographic observations are handled properly; weather reports promptly made, and that appropriate nautical charts and publications are aboard and maintained. Drafts and maintains Movement Reports(MOVREPS) and Optimum Track Ship Routing (OTSR) Reports. Completes monthly Ship Automated Maintenance Management (SAMM) reports as assigned, ensures Safety

	Management System (SMS) is in compliance, and record keeping is properly maintained. Ensures posting of applicable placards in the Wheelhouse area. Submits supply, repair lists and voyage requirements for navigation equipment to the First Officer in a timely manner. Responsible for electronic navigation equipment and accountable for all ship's equipment assigned via custody cards. As senior watch officer, instructs deck watch officers in the proper etiquette and display of flags, sending and receiving Morse code by flashing light, the international code of signals, international distress signals, and visual storm warning displays; and the proper use of signal flares. Ensures that halyards are properly rigged, flags are clean and in good condition, and all signaling equipment is operational. Responsible for the training of all watches on bridge to include deck alarm systems, fixed fire, smoke, flooding systems, security rounds and systems, and gangway watch procedures. As senior watch officer, responsible for bridge decorum. Will ensure quiet bridge, only appropriate personnel are present on bridge, helmsman is not distracted, lee helm officer during Replenishment At Sea (RAS) events is attentive and all personnel are aware of emergency responsibilities. Ensures that the ship's position is determined accurately during scheduled intervals while underway and notifies the Master of results. Furnishes daily reports of the ship's position and movement to personnel designated by the Master to receive them. PART I-SECOND OFFICER (WATCH) Ensures proper navigation and engine room data are entered into the deck log daily and that chronometers are compared daily. Adjusts all ship's clocks to conform to the geographical location (zone) of the ship. During his/her watch, maintains a continuous plot of the ship's position using all available means of navigation including visual bearing and radar fixes when navigating harbors or other restricted waters. Tests steering gear and bridge equipment in accordance with the Code of Federal Regulation (CFR) requirements. Maintains Naval Warfare publications library and associated naval guidance and instructions. Scheduling of harbor movements for Arrivals, Departures, Shifts, and Cargo fuel loading dates/times with MSC AC, Battle or Strike Group Commander and Port Operations to

include Harbor Pilots and tugs is an intricate responsibility of the OPSO and a primary concern to the Master.

When acting as the senior watch officer, ensures that all standard navigation day's work is performed by all watches and that operational checklists are maintained. Ensures event records on the bridge coincide with engine room records by synchronizing clocks at noon each underway day and after each time change increment. Maintains assigned berthing compartment in a neat, clean, and orderly manner

Ship's Operations Officer is knowledgeable in standard Naval Message drafting with emphasis on the following message formats:

- Operational Tasking Replenishment at sea (OPTASK RAS).
- Operational Summary (OPSUM Daily and Weekly).
- Logistics Request (LOGREQ).
- Ship Locator report.
- Operational Status Unit (OPSTAT UNIT).
- Casualty Reports (CASREP).
- Incident Reports that include, but not limited to OPREP-3 PINNACLES, OPREP-3 NAVY BLUE and UNIT SITREP as well as telephonic reports as required.
- Various Reports to change Operational Commander (INCHOP reports) such as Medical Joining Report, Summary of Outstanding CASREPS and SORTS Database.
- Drafts and sends Fuel Issues Report.
- Command Logistics Fleet Report (CLF Report).
- Defense Readiness Reporting System (DRSS-N)

PART I-SECOND OFFICER (WATCH)

- Mail Routing Instruction (MRI).
- Explosive Safety and Quantitative Distance (ESQD) Waiver Request (not required on all ships).
- Also knowledgeable and responsible for internally distributed shipboard reports that include Weekly Plan of Events, Extended Schedule, Port Reports, and Underway Replenishment (UNREP) "Scoop" Sheets in coordination with the Chief and Cargo Officers.
- Environmental reports regarding fuel spills and other environmental issues.
- Marine Mammal reports.
- Other messages and reports as directed.

OPSO is responsible for maintaining verbal communications over Fleet Tactical radio circuit during operational underway re-fueling to all customer-receiving ships; and

	to ensure direct communication with the navy customers in real time Command Chat as necessary. Responsible for ensuring the daily AKAI-6 CALL SIGNS and customer ship Joint Army, Navy, Air Force Protocol (JANAP) CALL SIGNS are provided to the Mate on Watch as well as any other pertinent information so the watch officer can maintain situational awareness. OPSO is responsible for overseeing proper display of International Code Flags when used in conjunction with Underway Replenishment, Helicopter Operations, and Harbor Movements. When no other Helicopter Control Officer is assigned, HCO is a duty and responsibility of the OPSO. The job requires the knowledge of helicopter operations for all classes of MSC capable ships. Safety to the flight deck crew, communications involving terminology, and hand signals surrounding flight ops. HCO needs to know the conditions to safely maneuver a helicopter around or on the ship. These conditions include wind speed, flight deck status, and optical/visual signal lights. OPSO may also serve as the Afloat Environmental Protection Coordinator (AEPC) and the Public Relations Officer. Maintains assigned berthing space (and office/lab, if assigned) in neat, clean, and orderly manner. Performs other duties as assigned. Master and Department Heads may add to this duty statement to clarify specific shipboard duties. PART I-SECOND OFFICER (WATCH) Collateral Duty: After receiving certification from MSC Drug Free Workplace Program Coordinator, will be the alternate Collection Site Coordinator (CSC) for the Drug Free Workplace Program (DFWP) onboard ships without a Medical Service Officer (MSO). Will be the alternate Breath Alcohol Technician (BAT). Ensures continuing application of & compliance w/ Equal Employment Opportunity (EEO) laws, regulations and policies. PART II-SECOND OFFICER (CARGO) Serves as a member of the Deck Department under the supervision of the First Officer. On ships with First Officer, Officer In Charge (OIC), the cargo officer works in support of the OIC, substantially as outlined below with additional attention to the ship specific SMS

	instructions. Responsible for the operational readiness of all rig crews, underway replenishment gear, all running and standing gear, and the condition of the cargo holds. As Second Officer (CARGO), inspects ship's holds and cargo areas to ensure that they are clean, dry and properly ventilated. Prior to loading or discharging, ensures operational tests made on all cargo winches prior to rigging booms; ensures that booms are rigged and topped with preventer guys; cargo gear is rigged according to the design specifications; cargo spaces are properly prepared to receive the type of cargo to be loaded; fixed cargo lights on masts and in holds are tested for operation and that portable cargo lights are available and ready for use; installed cranes are ready for use. Ensures that cargo is delivered in good condition and notes exceptions; takes necessary precautions to prevent pilferage, damage or loss during loading, transfer or discharging operations. Ensures winches, nets, slings, bridles and other cargo-handling gear are inspected for safe operation prior to use while cargo is being worked; and that cargo is distributed according to plan, well dunnaged, marked and secured in place. On ships fitted with cranes ensures safe and effective use. During vertical replenishment (VERTREP), ensures proper methodology of helicopter cargo and personnel transfer are used, that cargo is properly staged and weighed, readied for transfer, color coded and transferred to appropriate destination. Ensures all VERTREP equipment is properly maintained and utilized. Serves as Flight Deck Officer (FDO) during VERTREP operations. As Second Officer (CARGO) on Fleet Oilers responsible for the loading, replenishing, consoling and discharging of all cargo and fuels. The Master may modify this responsibility as situations dictate to conform to the Oil Pollution Act of 1990. Prepares a load plan that provides for load at maximum safe rate. The plan includes provisions for valve line ups, tank sequencing, personnel rotation, firefighting, telephone communications, plugged scuppers and the requirement to observe all safety and environmental precautions. Acts as Tankerman-PIC; must hold endorsement for Tankerman-PIC (Person In Charge). PART II-SECOND OFFICER (CARGO) Responsible for maintaining stable condition with respect to hog, sag, trim, list, load line, free surface effect

	and stability IAW vessel's trim and stability book. Complies with approved and appropriate Oil Transfer Procedures Manual and ship's Cargo Loading Manual. Ensures cargo Fuel Record Book is maintained. Ensures ballast Record Book is compliant in accordance with applicable laws. Properly utilizes cargo loading software. Ensures that cargo tanks are cleaned and that all safety precautions are observed such as the use of spark-proof equipment; Butterworthing temperature and pressure limitations; and that tanks are vented properly, and are gas free, well lighted and tested before crewmembers enter them. Trains tank cleaning personnel in safety, emergency procedures and equipment. Ensures tank cleaning equipment is properly stowed and maintained. Ensures fuel oil quality control standards are met in accordance with the Fleet Oiler Manual. May be assigned collateral duty of Gas Free Engineer. Personnel under 2/O supervision receive safety brief, use proper PPE and utilize established communications methods, and back up communications for all fuel transfers. Applies all Operational Risk Management (ORM) protocols. Maintains assigned berthing space (and office/lab, if assigned) in a neat, clean and orderly manner. Familiar with and effectively utilizes all applicable SMS procedures. Performs other duties as assigned. Master and Department Heads may add to this duty statement to clarify specific shipboard duties. Collateral Duty: After receiving certification from MSC Drug Free Workplace Program Coordinator, will be the alternate Collection Site Coordinator (CSC) for the Drug Free Workplace Program (DFWP) onboard ships without a Medical Service Officer (MSO). Will be the alternate Breath Alcohol Technician (BAT). Ensures continuing application of & compliance w/EEO laws, regulations and policies. PART III-SECOND OFFICER (AMMO) This crewmember is a representative of the Deck Department and is under the direction of the First Officer Cargo Mate. This officer is responsible to the

	First Officer Cargo Mate for all administrative and accounting aspects of ammunition handling and transfers. As Second Officer (Cargo) onboard Ammunition capable vessels, this officer is to properly inspect and sentence all ammunition, both received and issued in accordance with the most current NAVSUP PUB 724 (Conventional Ordnance Stockpile Management Volume II- Afloat), NAVSUP PUB 805 (Receipt, Segregation, Storage and Issue Sentencing), NAVSUP PUB 807 (Fleet Sentencing), NAVSEA OP-4 (Ammunition and Explosives Afloat) and all other data included on the Explosive Safety Tech Compact Disk (EST CD). All ammunition must be properly inventoried for quality control and quantity received/ issued in order to avoid Intransits. Intransits must be resolved under the direction of the First Officer (Cargo). This involves contacting the vessel ATR representative periodically and receiving an ATR/Intransit Report and then working out each intransit from past ammunition transactions on a case by case basis. Ensures OIS-R data base manager is accounting for all ammunition, including receipt and issuance, and fleet sentencing application. Verifies NAR / AIN as they are received. Maintains on-line access to NAR/AIN Database. Responsible for the Qual / Cert program verifying training of fork truck and elevator operators. Ensures the proper planning, loading, stowage, segregation and discharge of ammunition. Maintains magazine sprinklers and intrusion alarm systems. Ensures compliance with OPNAVINST 5530.3 (series) and OP4. Maintains the conventional ordnance Qual/Cert program, OPNAVINST 8023.24 (series). Acts as the physical security officer. There are several records that must be maintained for various periods of time. A list of the records to be maintained as well as their periodicity are listed in the COSR I/II (Conventional Ordnance Supply Report) checklist. Various messages must be generated from the OIS-R system itself each time a transaction occurs. These are to include, but not limited to: ATR (Ammunition Transaction Reports submitted in MILSTRIP format) submitted each time an ammunition transaction takes place, monthly PLR reports, (Periodic Lot Reporting) and CAISR (Conventional Ammunition Inventory Status Report) which is put out monthly to inform other unit as to the quantity and type of ammunition is available for transfer. Other administrative messages include the receipt, organization and maintenance of PART III-SECOND OFFICER (AMMO)

	NAR (Notice of Ammunition Reclassification) AIN (Ammo Information Notice) and OHF (Overhead Fire) messages. ESQD (Explosive Safety, Quantity and Distance) Report is a summarization of the vessel's NEW (Net Explosive Weight) and is mandatory for most ports of call to inform the port what the vessel's explosive distance would be in the event of an emergency. During periods when the vessel is explosive laden, the Cargo Second Officer is involved in the duties of the CDO (Command Duty Officer) along with the First Officer (Admin) and First Officer (Cargo). As CDO, a direct representative of the ship's Master, resolves any administrative/security issues that may arise while the vessel is in port. Conducts Security Alerts drills, training and is capable of providing appropriate and timely response to all shipboard emergencies. Responsible for the proper planning, loading, segregation, stowage and discharge of ammunition under the First Officer (Cargo). As assigned, is responsible for the maintenance of magazine sprinklers and intrusion alarm systems. Functions as a Qual/Cert Board member and assists the First Officer (Cargo) with program documentation, training, and on deck supervision of ordnance handling safety standards. Verifies all personnel who handle ammunition are properly certified IAW OPNAVINST 8023.24 series. During VERTREP operations, the Second Officer Cargo may be assigned as the FDO (Flight Deck Officer). Responsible for the safe and successful movement of dry stores and ammunition. Ensure that all flight deck personnel are conducting operations in a safe and effective manner and are wearing all personnel protection equipment at all times during flight deck operations. During fire and emergency operations serves as a repair locker leader. Performs other duties as assigned. Master and Department Heads may add to this duty statement to clarify specific shipboard duties. Collateral Duty: After receiving certification from MSC Drug Free Workplace Program Coordinator, will be the alternate Collection Site Coordinator (CSC) for the Drug Free Workplace Program (DFWP) onboard ships without a Medical Service Officer (MSO). Will be the alternate Breath Alcohol Technician (BAT).Ensures continuing application of & compliance w/EEO laws, regulations and policies.

Minimum Eligibility Requirements:	Must possess current and valid: 1. United States Coast Guard (USCG) Merchant Mariner's Credential (MMC), endorsed as: • Second Mate, Any Gross Tons Upon Oceans (or higher), and Radar Observer – Unlimited. • Any Unlicensed Rating in the Deck Department, or Able Seaman Unlimited. 2. A STCW Certificate endorsed CAPACITY as Officer-In-Charge of a Navigation Watch, or Chief Mate, or Master; STCW may not include limitations of validity on vessels operating in the GMDSS system, or aboard ARPA or radar-equipped vessels. 3. Minimum of 12 months of service in a watch standing position as Third Officer, as documented by CIVMAR MYMSC for civil service mariner experience, and/or as documented by USCG National Maritime Center records for private sector experience. 4. A Federal Communications Commission GMDSS Radio Operator's License – Above credentials and endorsements must be valid for at last ten months. **COPIES OF CERTIFICATES AND DOCUMENTS ARE NOT REQUIRED BUT ARE TO BE LISTED ON THE MSC PROMOTION APPLICATION FORM UNLESS DOCUMENTATION IS SUPPORTING COMMERCIAL EXPERIENCE OTHER THAN MILITARY SEALIFT COMMAND EXPERIENCE.**
Evaluation Criteria:	**Applicants who meet the Minimum Eligibility Requirements described above will be further evaluated. Documented knowledge, skills, and abilities, education, training, and awards contained in the application package and resume will be reviewed and rated to determine the degree to which applicants possess the required knowledge, skills, and abilities listed below that are essential to perform the duties and responsibilities of the position for which applicants are being considered.** 1. Knowledge of navigation methods, equipment, techniques and fleet support operations as Operations Officer (OPSO). 2. Skill in oral and written communication to include using shipboard computer systems and programs. 3. Ability to interpret and analyze information, make decisions, plan, organize, evaluate and supervise the work of others. 4. Knowledge of shipboard safety and security programs, including life saving and firefighting equipment, methods and techniques.

	5. Knowledge of cargo operations including those involving dry stores, munitions, petroleum products and helo operations (VERTREP). 6. Knowledge of ammunition administration, cargo fuel quality assurance and accounting, special mission ship operations, High Speed Vessel operations, towing and salvage operations. Although not required for consideration, candidates that hold Tankerman PIC (person in charge)/DL (dangerous liquids), or the appropriate Towing credentials as specified in 46 CFR 15.805(a)(5), Towing Officers Assessment Record (TOAR), possess credentials or certificates demonstrating proficiency with unusual and technical shipboard operations systems and programs such as Dynamic Positioning (DP) Systems, salvage operations, cable operations, command ship operations, or foreign naval auxiliary operations shall provide that information on the Promotion Application form. To earn the highest rating possible, you are encouraged to submit detailed information of the knowledge, skills, and abilities listed above. **Related MSC, military, and/or commercial experience, etc., will also be part of the rating process.**
Conditions of Employment:	• All MSC Civil Service Marine positions are subject to random drug urinalysis testing and require participation in vaccine immunization program. As the laws for marijuana usage become legal for some states, it is still illegal at the Federal level and will have the same impact on suitability and security as it did before. In order to be permanently promoted for this position, the selectee must: • Meet the medical, dental and mental requirements, • You will be required as a condition of employment to obtain and maintain a U.S. Special Issuance Passport (also referred to as an official or maroon passport). • Successfully complete the training requirements, • Be clear of any adverse or disciplinary action, • Be able to obtain and maintain the appropriate security clearances, • Be ready, willing, and able to physically perform the duty of this position worldwide at all times, • Be ready, willing, and able to, work in shipboard environmental conditions, and wear protective equipment worldwide at all times, and

	• Have overall "Good" or above evaluation ratings.
How to Apply:	**ALL documents MUST be postmarked by the cut off or closing date of this announcement (Eastern Standard Time).** MSC is not responsible for obtaining documents to include in your package. 1. Application packages will not contain national security classified information. Inclusion of classified information is a security violation and **WILL** disqualify an application from consideration and appropriate administrative or disciplinary action, up to and including removal, **WILL** be taken. Depending on the severity of the security violation, it may be considered a violation of U.S. criminal law under United States Code Title 18 or Title 50, and appropriate action taken. Should there be a desire to include information that was cited in a Bravo Zulu message regarding performance, the applicant can cite the message DTG and include pertinent UNCLASSIFIED comments in their resume or elsewhere in the application. No change from previous guidance. 2. In order to preclude any Privacy Act, HIPAA or other like violations, applications shall not include date of birth, full Social Security Number, references to religion, national origin, sex, race, etc., photographs, CD's, news clippings or medical information/records. With regard to news clippings, articles, or the like - if these documents contain information, experience or accomplishments that are in direct relation to the position that the applicant is applying for, he/she may reference them with a summarized explanatory note. Where and how to do that is left to the applicant's discretion. No change from previous guidance. 3. Application packages are to be one-sided and shall not exceed 35 pages (evaluations are excluded from this page limitation). Application packages shall not be stapled, taped, spiral bound, or placed in three ring binders. A paper clip, binder clip, or folder is recommended. Standard business format and font, to the extent practicable (i.e. Courier New, 12 pitch), is recommended. Application packages that exceed the page limitation WILL NOT be considered. No change from previous guidance. 4. As noted above, application packages **SHALL NOT** exceed 35 one-sided pages. The following documents are required and are to be packaged in the following order:

	a. Completed MSC Promotion Application. b. Resume. All resumes must show sufficient experience and/or education, knowledge, skills, and abilities to perform the duties of the specific position for which applicants are being considered in order to receive maximum credit. Resumes shall include the following information: (1) Full name. (2) Highest CIVMAR permanent position held and inclusive dates. (3) Relevant work experience within the last 5 years including paid and non paid public or private sector work experience related to the job for which applying. (4) Colleges or universities name, city, and state (with zip code), major(s), type and year of any degree received (if no degree, show total credits earned and indicate whether semester or quarter hour). c. Summary of ship assignments including position held and dates assigned for at least the last five (5) years. However, if this information is already contained in the resume it is not necessary to duplicate it. d. Job related training courses (list courses with title and date completed only). Do not submit copies of course completion certificates. e. Job related honors, awards, and special accomplishments; for example, Military, Government, or recognized professional organizations related to the maritime field and performance awards (give date, type, and short synopsis of accomplishment but do not send documents). f. Last five (5) years of evaluations signed by supervisory chain-of-command this can include MAP Evaluations. Note that MAP evaluations submitted will be used to validate the MYMSC database and will be extracted from the "package" once the MAP MYMSC data is identified. Evaluations do not count against the 35 page limitation. Applicants are strongly encouraged to request/review their MAP history from the MAP repository prior to submitting their application. It cannot be stressed strongly enough that the applicant should try to ensure that there are no missing MAP evaluations from their

	record. Request MAP Overview reports from the following address: MSC HR MAP INBOX@us.navy.mil. 5. Except as otherwise stated in the advisory and the specific POA to which the applicant is responding, the overall score will be reduced if the applicant fails to submit required information according to the instructions contained in the advisory or POA. 6. Failure to submit required information to show that you meet the minimum qualifications as outlined in the POA will result in the applicant being found ineligible. 7. All applications and supporting documents will become the property of MSC and will not be returned to the applicant once submitted. Applicants are encouraged to make copies prior to submission. 8. Any questions may be directed to the MSC Employment Division via email at **MSC_POAinbox@us.navy.mil.** Inquiry responses will be provided within 2 business days.
How To Contact Us:	Completed application packages will be accepted via Regular mail, FedEx, Email, Fax, and hand-delivered. • **Mail** completed packages to: Military Sealift Command Attn: Marine Employment Division N11B2 Bldg SP-64, 471 East C Street Norfolk, VA 23511-2419 • **Fax** completed packages to the MSC Marine Employment Division at **(757) 443-3094.** • **Email** packages to: **MSC POAinbox@us.navy.mil** (Subject line of email should contain the announcement number and position title.) • **Hand Deliver** completed packages to the MSC Marine Employment Division, Bldg SP-312, 581 A Street, Norfolk, VA 23511
NOTE:	**FAILURE TO PROVIDE THE REQUIRED INFORMATION REQUESTED FOR THIS POSITION WILL ADVERSELY AFFECT YOUR ELIGIBILITY.** Federal job applicants who make a false statement in any part of the application could be turned down for the job; fired after beginning work; or subject to fine, imprisonment (U.S. Code, title 18, section 1001), or other disciplinary action.
MILITARY SEALIFT COMMAND IS AN EQUAL OPPORTUNITY EMPLOYER.	All applicants meeting minimum qualifications will receive consideration without regard to age, sex, race, color, religion, national origin, lawful political affiliation, non-disqualifying disability, marital status,ethnicity, other personal condition unrelated to the applicant's basic ability to perform satisfactory. Please visit **https://civmar.sealiftcommand.com/eeo**

	for more information. The agency provides reasonable accommodation to applicants with disabilities, where appropriate. Determinations of whether an accommodation is appropriate shall be made by the agency as soon as practicable, after the initial application process and shall be made with regard to all applicable statutes and regulations. If assistance is required to complete the application process, interested applicants should send an email to **MSC_POAinbox@us.navy.mil** and/or refer to the "How to Apply" section of this announcement.