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Motivator

MOTIVATOR

The Military Sealift Command (MSC), is the Navy's service component to the U.S. Transportation Command (USTRANSCOM).

In this role, MSC provides "common user" and exclusive use sealift transportation services to deploy, employ, sustain, and redeploy U.S. forces in response to crises around the globe.

MSC provides sealift to our armed forces with a fleet of both government-owned and chartered U.S. flag ships.

Furthermore, the provisions exist for the rapid expansion of sealift capability if a crisis situation should so dictate.

Doctrinally, U.S. deployments are expected to be executed in a percentile ratio of 90% lift into a theater by sea and 10% by air.

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Lead-in

LEAD-IN

In planning a unit move by sea transport, a variety of ship types will most likely be encountered. This lesson will address the basic types of vessels that constitute sealift forces.

These are:

- Breakbulk
- Container
- Barge carriers
- Roll-on/Roll-off or "RO/RO"
- Combination Vessels

Note that only dry cargo vessels will be discussed in this lesson.

In planning a unit move by sea transport, a variety of ship types will most likely be encountered.

The five conventional ship types are: breakbulk, container, barge carriers, Roll-on/Roll-off or "RO/RO," and Combination Vessels will be discussed.

Note that only dry cargo vessels will be discussed in this lesson.

STRATEGIC SEALIFT

This is the Main Menu for the Strategic Sealift lesson.

This lesson will include information about: Strategic Sealift Overview, General Vessel Types, and Specialized Watercraft.

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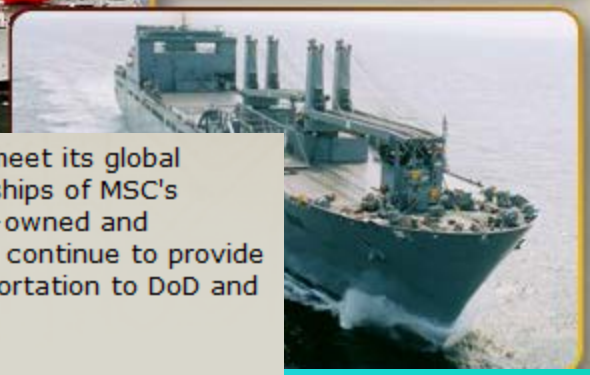
Military Sealift Command Strategic Sealift Forces

Military Sealift Command's Sealift Program provides high-quality, efficient and cost-effective ocean transportation for the Department of Defense (DoD) and other federal agencies during peacetime and war.

More than 90% of U.S. war fighters' equipment and supplies travels by sea.

The program manages a mix of government-owned and long-term, commercial chartered dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships.

By DoD 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.



As the U.S. military continues to meet its global challenges in years to come, the ships of MSC's Sealift Program, both government-owned and Commercial chartered vessels, will continue to provide efficient, effective, reliable transportation to DoD and other U.S. government agencies.

Throughout the global war on terrorism, MSC's impressive sealift ships have kept the supply lines flowing continuously to keep the nation's deployed forces combat ready.

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Government-owned Vessels

Government-owned vessels fall under the control of the Department of Transportation (DOT) or Department of Defense (DoD).

The administrators of these fleets are the Maritime Administration (MARAD), representing DOT, and Military Sealift Command (MSC), representing DoD.

The fleets include the:

- Ready Reserve Force (RRF)
- Fast Sealift Ships (FSS)
- Pre-positioning Force
- Maritime Pre-positioning Force (MPF)

Government-owned vessels fall under the control of the Department of Transportation (DOT) or Department of Defense (DoD).

The fleets include the: Ready Reserve Force (RRF), Fast Sealift Ships (FSS), Pre-positioning Force, and Maritime Pre-positioning Force (MPF).

The readiness of the forces ranges from 4 to 20 days.

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Ready Reserve Force

The Ready Reserve Force (RRF) program consists of 49 ships, which are homeported in the National Defense Reserve Fleet (NDRF) anchorage in Beaumont, Texas and various U.S. ports.

Layberth facilities are leased from commercial sources and by negotiating for government owned facilities.

These outported locations are coordinated with military planners and chosen to minimize sailing time to strategic loadout ports.

Outported RRF ships are also used as training platforms for cargo handling by Navy and Army units and for homeland security training by various law enforcement agencies.

The RRF includes:

- Roll-on/Roll-off (RO/RO) cargo ships
- Breakbulk ships
- Auxiliary Crane Ships (ACS)

Each of these ship types are capable of handling bulky, oversized military equipment and tankers, for surge sealift requirements.

The Ready Reserve Force

The Ready Reserve Force (RRF) program was initiated in 1976 as a subset of the Maritime Administration's (MARAD) National Defense Reserve Fleet (NDRF) to support the rapid worldwide deployment of U.S. military forces.

As a key element of Department of Defense (DoD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during the critical surge period before commercial ships can be Marshalled.

The RRF provides nearly one-half of the government-owned surge sealift capability. Management of the RRF program is defined by a Memorandum of Agreement (MOA) between DoD and Department of Transportation (DOT).

The RRF is the most significant source of Government-owned early deployment shipping in terms of both the number of ships and overall cargo carrying capability.

RRF ships are maintained by Maritime Administration's (MARAD) in various specified states of readiness. Most are berthed on the three CONUS sea coasts.

The RRF includes: RO/RO cargo ships, breakbulk ships, and Auxiliary Crane Ships (ACS).

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Ready Reserve Force ships are expected to be fully operational within their assigned 5 and 10-day readiness status and sail to designated loading berths.

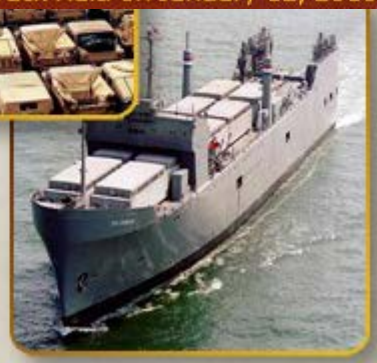
Commercial U.S. ship managers provide systems maintenance, equipment repairs, logistics support, activation, manning, and operations management by contract.

Ships in priority readiness have Reduced Operating Status (ROS) maintenance crews of about 10 commercial merchant mariners that are supplemented by additional mariners during activations.

Readiness of the RRF is periodically tested by DoD directed activations of ships for military cargo operations and exercises.

RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status and sail to designated loading berths.

Ready Reserve Force (cont.)



Ready Reserve Force

The Ready Reserve Force program has experienced a total of 603 vessel activations, with an average of 27 activations per year since 1990.

The RRF made a major contribution to:

- The success of DESERT SHIELD/STORM
- Somalia for Operation RESTORE HOPE
- Haitian crisis in 1994
- UPHOLD DEMOCRACY as part of U.S. and U.K. support to NATO peace-keeping missions
- Humanitarian assistance for Central America following Hurricane Mitch in 1998
- In support of the Afloat Prepositioning Force (APF) with specialized tankers
- Humanitarian assistance to the U.S. Gulf Coast following Hurricanes Katrina and Rita
- Support of Operations ENDURING FREEDOM and IRAQI FREEDOM
- Humanitarian assistance for the earthquake that struck Haiti on January 12, 2010

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Commercial Vessels

Commercial ships will be required to fill **sealift requirements** in virtually every major crisis situation.

DoD can obtain commercial shipping from the following sources:

- U.S. Flag Commercial Charters and Liner Service
- Foreign-owned and -operated ships
- Ships committed to the Sealift Readiness Program/Voluntary Tanker Agreement
- U. S.-owned ships, registered under certain flags, known as the Effective U.S. Control (EUSC) fleet
- Militarily useful U.S. flag ships, which are subject to requisitioning

The Voluntary Intermodal Sealift Agreement (VISA) is an initiative to provide assured access to commercial shipping and intermodal facilities during contingencies, that will benefit both commercial industry and DoD.

Sealift Requirements

The Voluntary Intermodal Sealift Agreement (VISA) is an initiative to provide assured access to commercial shipping and intermodal facilities during contingencies, that will benefit both commercial industry and DoD.

It commits carriers to provide shipping capacity, rather than a specific number of ships, to support DoD requirements. It also allows shippers to carry military cargo alongside commercial cargo.

DoD's peacetime business with a carrier is tied to the level of that carrier's commitment of assets and services. All major U.S. carriers have approved and joined the VISA program and its Joint Planning Advisory Group.

Jointly sponsored by Maritime Administration (MARAD) and USTRANSCOM, VISA provides a tailored sealift force to meet the specific needs of a contingency through pre-negotiated contracts, guaranteed access to needed sustainment assets, contracts for capacity and intermodal resources all in exchange for cargo business.

It also permits industry and USTRANSCOM to plan responses together before a contingency begins.

When a crisis situation requires more shipping resources than MSC has then DoD can obtain commercial shipping from the following sources: U.S. Flag Commercial Charters and Liner Service, Foreign-owned and -operated ships, Ships committed to the Sealift Readiness Program/Voluntary Tanker Agreement, U. S. owned ships, registered under certain flags, known as the Effective U.S. Control (EUSC) fleet and militarily useful U.S. flag ships, which are subject to requisitioning.

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MSC Shipping Categories

MSC shipping categories are:

- Prepositioned-ships
- Surge
- Sustainment

The three MSC shipping categories are: Prepositioned-ships, Surge, and Sustainment.

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Prepositioned Ships

The MSC Prepositioning Program provides prepositioning support to the U.S. Army, Navy, Air Force, Marine Corps and the Defense Logistics Agency.

Prepositioning ships remain at sea, ready to deploy on short-notice the vital equipment, fuel and supplies to initially support our military forces in the event of a contingency.

The Prepositioning Program consists of 33 at-sea ships plus two aviation support ships kept in reduced operating status.

The Prepositioning Program is divided into three separate elements:

- Maritime Prepositioning Force
- Combat Prepositioning Force
- Logistics Prepositioning ships

Most MSC prepositioning ships are strategically located in three geographic areas and assigned to one of three **Maritime Prepositioning Ship** squadrons:

- Squadron One has five ships located in the Atlantic Ocean or Mediterranean Sea.
- Squadron Two has six ships that are stationed in the Indian Ocean at Diego Garcia (travel to Asia and Middle East).
- Squadron Three has four ships in the Western Pacific near Guam and Saipan.

Maritime Prepositioning Ship

MSC's 7 Army Prepositioned Stocks-3 ships, strategically place U.S. Army combat equipment at sea to supply and sustain deployed U.S. troops during national crises.

Five of the APS-3 ships are mammoth, government-owned cargo ships, called Large, Medium-speed, Roll-on/Roll-off ships (LMSRs).

Each ship has a cargo-carrying capacity of more than 300,000 square feet. LMSRs are ideal for rapid loading and off-loading of Army wheeled and tracked vehicles, as well as other outsized Army equipment.

A series of internal and external ramps makes this possible and huge shipboard cranes allow cargo to be lifted without relying on local port infrastructure.

In addition to LMSRs, APS-3 ships include two container ships that store ammunition at sea for the Army.

The MSC Prepositioning Program provides prepositioning support to the U.S. Army, Navy, Air Force, Marine Corps and the Defense Logistics Agency.

The Prepositioning Program is divided into three separate elements as shown.

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Surge

The "surge" ships are those vessels employed in delivering the forces and initial resources into an active theater when warranted.

These surge or Combat Prepositioning Ships (CPS) provide afloat prepositioning for the equipment, munitions, and supplies to support a U.S. Army heavy brigade, permitting it to deploy to potential contingency sites.

The mix of cargo carried on CPS makes it possible for an armored brigade to open a theater of operations for follow-on units.

The ship types used are:

- Large, Medium Roll-on/Roll-off ships
- Container ships
- Crane ships
- Heavy Lift ships

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Sustainment

Once a force is established, more and more of the sealift pipeline will shift to the sustainment of the deployed force.

The sustainment actions are supported by the following ships:

- Breakbulk
- Container
- Large, Medium Speed RO/RO (LMSR)
- Roll-on/Roll-off (RO/RO) cargo ships
- Tanker

Once a force is established, more and more of the sealift pipeline will shift to the sustainment of the deployed force.

The sustainment actions are supported by the following ships: Breakbulk, Container, Large, Medium Speed RO/RO (LMSR), Roll-on/Roll-off (RO/RO) cargo ships, and Tanker ships.

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Key Points

KEY POINTS

The following key points were discussed:

- Military Sealift Command (MSC) strategic sealift forces
- Government-owned Vessels
- Ready Reserve Force (RRF)
- Commercial Vessels
- MSC Shipping Categories
- Prepositioned Ships
- Surge
- Sustainment

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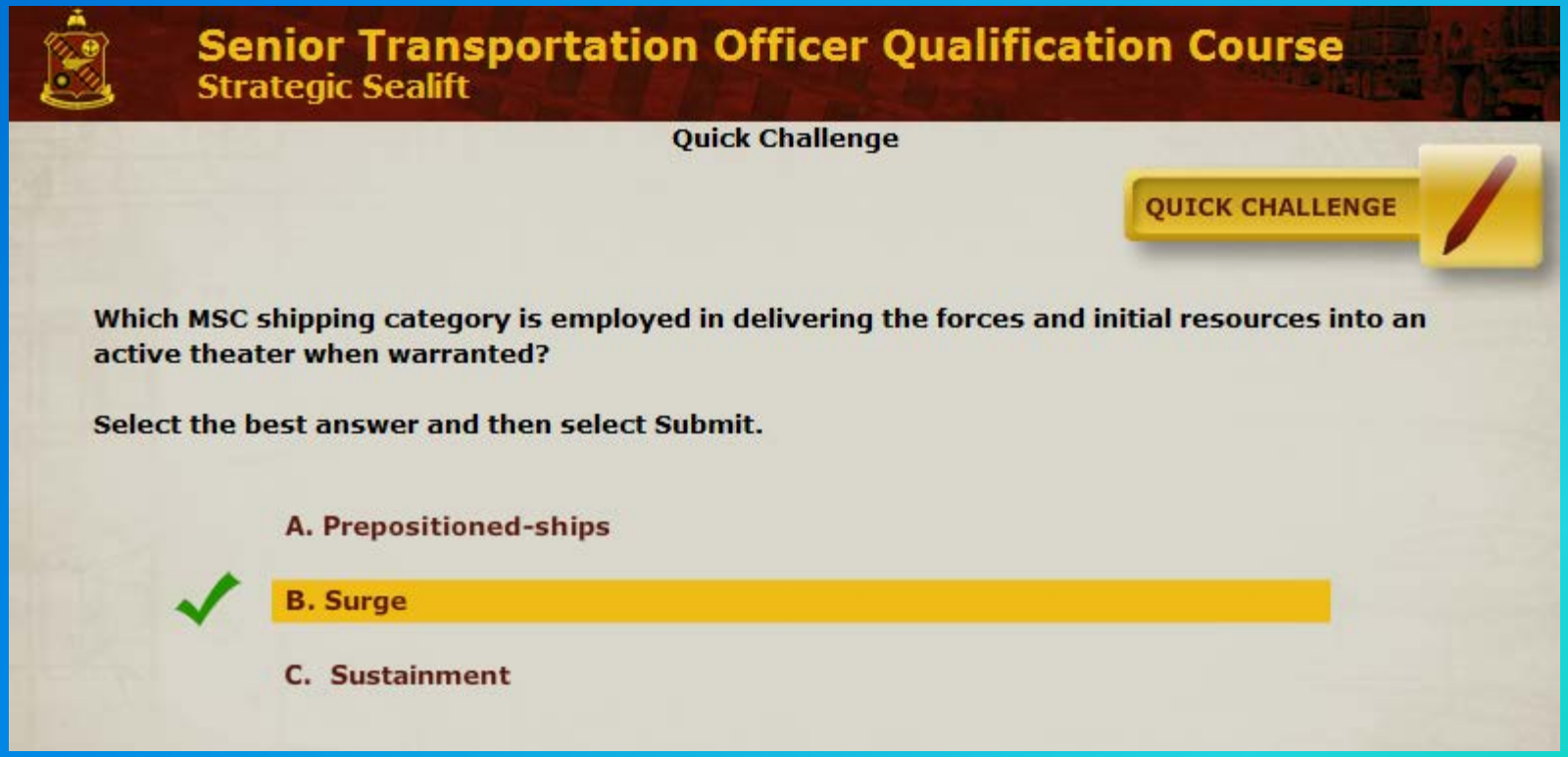

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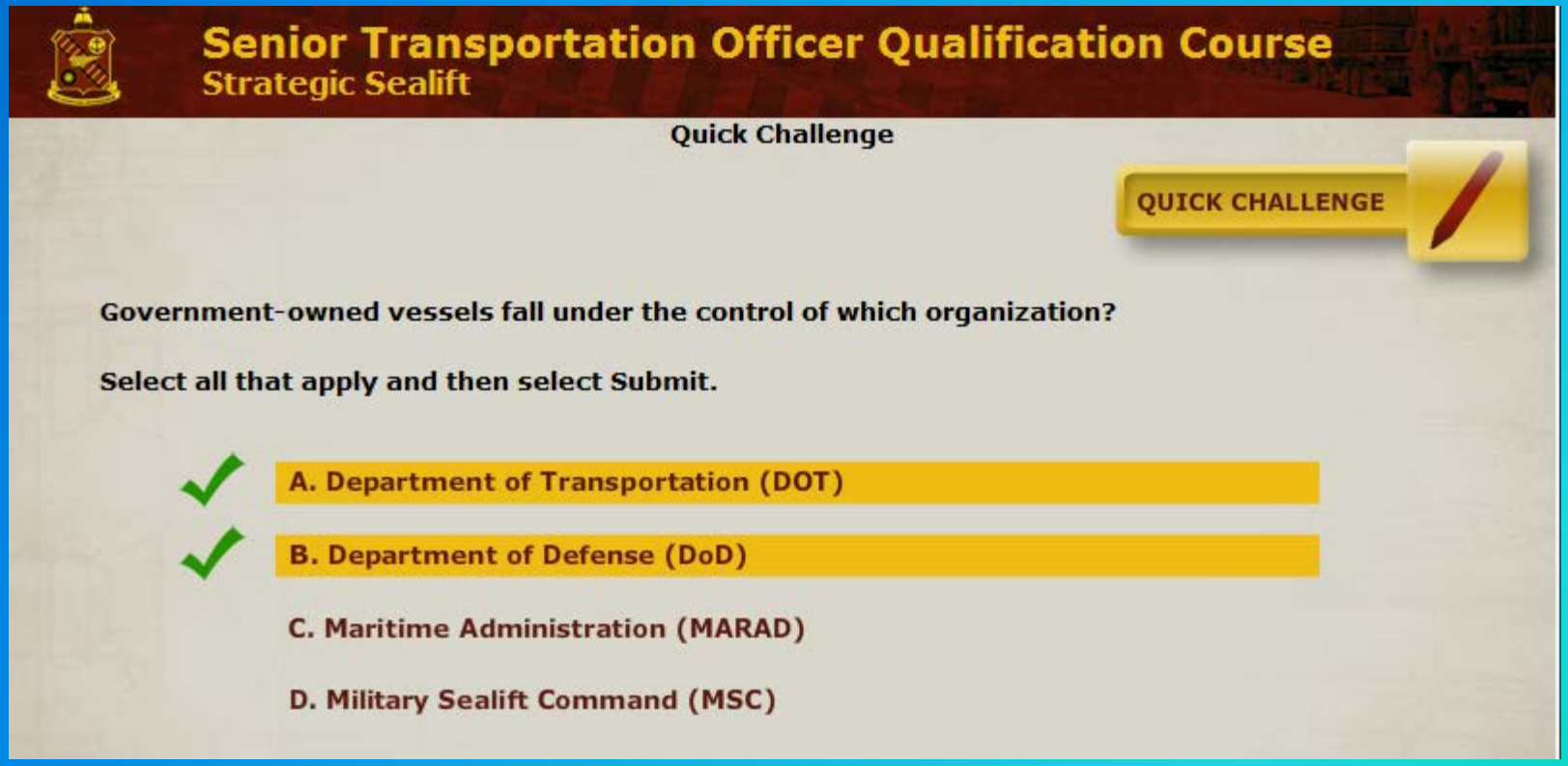

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General Vessel Types

There are four general vessel types used by MSC, they are:

- Breakbulk
- Container
- Barge Carriers
- Roll-on/Roll-off (RO/RO)

Various combinations of the four general vessel types are also used.

The basic types of vessels that constitute the elements of America's sealift forces are: Breakbulk, Container, Barge Carriers, and Roll-on/Roll-off (RO/RO). There are also various "combinations" of these four basic vessel types.

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Breakbulk

Breakbulk vessels fall under the category of general cargo ships. They are so designated because of their ability to carry a variety of cargo in various forms, such as:

- Bagged
- Boxed
- Palletized
- Refrigerated
- Limited containerized cargoes

The configuration of a conventional breakbulk vessel is a weather deck with a series of cargo holds beneath. The cargo holds are divided by tween decks and accessed by a series of hatches.

Cargo operations on a breakbulk vessel are lift on/lift off (LO/LO). Since each hold on a breakbulk vessel is serviced by ship's gear (booms, cranes, winches, and so forth), these vessels are considered to be self-sustaining.

However, most breakbulk ships are not suited for unit equipment. This is because of the height and deck-strength constraints of cargo spaces, limited lifting capability of ship's gear, and slower speed of such vessels.

Breakbulk vessels fall under the category of general cargo ships. They are so designated because of their ability to carry a variety of cargoes in various forms. However, most breakbulk ships are not suited for unit equipment. This is because of the height and deck-strength constraints of cargo spaces, limited lifting capability of ship's gear, and slower speed of such vessels.

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Container

Containerships are designed to carry their entire cargo load in unitized stackable containers (usually 20 or 40 feet long). The full cellular stowage within their holds allows containers to be secured without the use of dunnage.

Since most containerships are nonself-sustaining, cargo operations require the use of shoreside cranes or auxiliary crane ships.

Because of the nature of its design, a containership does not readily lend itself to the transportation of anything other than containers. However, some commercial containerships have been modified to accept military flatracks and seasheds.

Containerships

The flatracks and seasheds fit in the containership's cell guides and create a false deck. This system allows a containership to transport oversized, wheeled, and heavy tracked equipment, which is normally carried by RO/RO vessels.

Flatracks and seasheds are also used onboard the FSS and auxiliary crane ships. Containers are considered to have external dimensions of 20 feet long by 8 feet wide by 8 feet 6 inches high.

The internal dimensions of the containers are 19 feet 3 inches long by 7 feet 6 inches wide by 7 feet 8 inches high, with an approximate internal cubic capacity of 1,107 cubic feet.

The door opening is 7 feet 6 inches wide by 7 feet 5 inches high. (MTMCTEA PAM 700-4)

Containerships are designed to carry their entire cargo load in unitized containers that are stacked and stowed within their holds, which allows containers to be secured without the use of dunnage.

Since most containerships are nonself-sustaining, cargo operations require the use of shoreside cranes or auxiliary crane ships.

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Barge Carriers

The two types of barge carrying systems are the:

- **Lighter Aboard Ship (LASH)**
- **Sea Barge (SEABEE)**

Barge carriers are designed to carry specially designed barges or a combination of such barges and containers.

These barges are loaded or discharged at berths by shore-based cranes.

The two types of barge carrying systems are the Lighter Aboard Ship (LASH) and the Sea Barge (SEABEE).

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Lighter Aboard Ship

The LASH is a single-decked vessel with large hatches, wing-tank arrangements, and a clear access to the stern. The LASH has a gantry crane with a cargo handling capability of up to 450 LTON.

The function of this crane is to convey barges or lighterage from the stowed location aboard the ship to the stern region and to lower the barges or lighterage into the water.

Some LASH ships are equipped with container gantry cranes for handling the onboard complement of containers. Different classes of LASH ships have capacities ranging from 49 to 89 barges or a mixture of LASH barges and military lighterage.

The external dimensions of the LASH barge are 61 feet 6 inches long by 31 feet 2 inches wide. The LASH barge has a clear hatch opening of 26 feet by 44 feet.

The internal dimensions are 59 feet 11 inches long by 30 feet, 1 inch wide. The minimum overhead clearance within the barge is 9 feet 11 inches.

The LASH barge has stacking spacers that provide about 1-foot of additional overhead clearance when the hatch covers of the individual barges are not used. The use of spacers provides an approximate class height of 13 feet 6 inches on the barge square of the hatch.

The typical empty LASH barge weighs 80 LTON and has an average cargo capacity of 370 LTON. The draft ranges from 2'9" to 8' from light to loaded draft, respectively.

Sea Barge

The SEABEE is arranged much differently from the LASH in that it has three decks on which the cargo barges or container flats are stowed. Barges are brought to each deck level by a stern elevator and are moved internally within the ship by the Transporter (conveyor) System.

Two barges can be loaded or discharged in a cycle of about 40 minutes. The SEABEE ship is the preferred ship to transport Army watercraft such as the landing craft utility (LCU) and lighter amphibious resupply cargo (LARC).

The SEABEE barges are an overall length of 97 feet 6 inches, a width of 35 feet, and a height of 14 feet 7 inches with covers.

The internal dimensions are 90 feet long by 30 feet 3 inches wide. The overhead clearance directly below the hatch opening is 14 feet 7 inches, and under the forward and aft 3 feet, it is 11 feet 3 inches.

The clear opening, with all hatch covers removed, is 84 feet by 30 feet 3 inches. The overhead clearance below the hatch opening of the barges loaded on the weather deck can be increased to 16 feet 11 inches by leaving off the hatch covers.

The typical empty SEABEE barge weighs 166 LTON and has a cargo capacity of 834 LTON. The draft ranges from 1'9" to 10'7" from light to loaded draft, respectively.

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Roll-on/Roll-off

Roll-on/Roll-off (RO/RO) ships are designed primarily as vehicle transports.

Their cargo includes:

- Wheeled
- Tracked
- Self-propelled artillery
- Helicopters
- Towed vehicles and equipment

RO/RO vessels are characterized by rapid cargo loading and discharge operations.

This is accomplished by using a series of external and internal ramps for cargo operations.

RO/RO is the preferred ship type for deployment of military unit equipment where the vehicles can be driven on and off such as on the USS Cape Henry.

Large, Medium Speed RO/RO (LMSR) ships are similar to any other RO/RO ship in that they are specifically designed to carry wheeled and tracked vehicles as all or most of its cargo.

The LMSR differs from most other RO/RO ships in that it is faster and much larger. These ships provide more than 5 million square feet of capacity.

Roll-on/Roll-off (RO/RO) ships are designed primarily as vehicle transports characterized by rapid cargo loading and discharge operations by using a series of external and internal ramps for cargo movement.

Large, Medium Speed RO/RO (LMSR) ships are similar to any other RO/RO ship in that they are specifically designed to carry wheeled and tracked vehicles.

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Combination Vessels

A combination vessel employs the cargo operation features of different ship types to make up its configuration.

For example, a combination RO/RO and container vessel may have a stern ramp, RO/RO decks, and holds configured for the stowage of containers such as the USS Capehorn.

A combination vessel employs the cargo operation features of different ship types to make up its configuration, for example the USS Capehorn.

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Key Points

KEY POINTS

The following key points were discussed:

- The four general types of cargo ships
- The combination vessels

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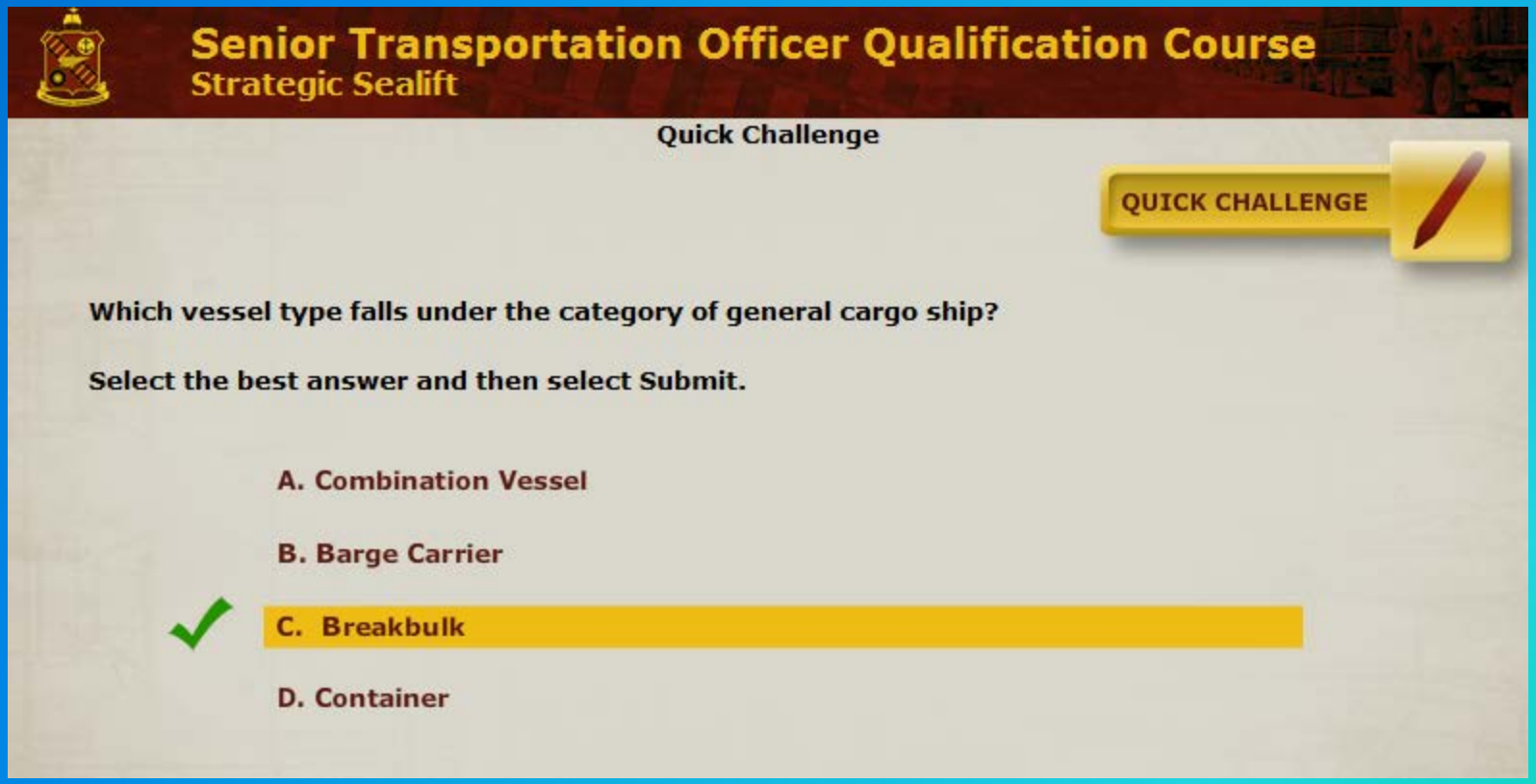

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Specialized Watercraft

There are four categories of specialized watercraft which are:

- Fast Sealift Ships (FSS)
- Special mission and support vessels
- Semi-submersible vessels
- Joint High Speed Vessel (JHSV)

There are four categories of specialized watercraft which are: Fast Sealift Ships (FSS), Special mission and support vessels, Semi-submersible vessels, and Joint High Speed Vessel (JHSV).

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Fast Sealift Ships

The Fast Sealift Ships (FSS) are the fastest cargo ships in the MSC fleet.

They can travel at speeds of 27-30 knots and are capable of sailing from the U.S. East Coast to Europe in just six days, and to the Persian Gulf via the Suez Canal in 18 days.

The FSS are Roll-on/Roll-off ships equipped with on-board cranes and self-contained ramps, which enable the ships to offload onto lighterage while anchored at sea or in ports where shore facilities for unloading equipment are unavailable.

The aft portion of the ship has 35-foot container cells. The vessels are specially suited to transport heavy or bulky unit equipment such as tanks, large wheeled vehicles, and helicopters.

The Fast Sealift Ships (FSS) are the fastest cargo ships in the MSC fleet.

They are Roll on/Roll off ships equipped with on-board cranes and self-contained ramps, which enable the ships to offload onto lighterage while anchored at sea or in ports where shore facilities for unloading equipment are unavailable.

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Special Mission and Support Vessels

The category of Special is comprised of special mission and support vessels. These ships are referenced because most have a secondary mission of providing auxiliary sealift capability.

Examples of these are:

- Semi-submersible
- Heavy lift
- Integrated tug and barge units (ITB)
- **Auxiliary Crane Ships (ACS)**

The category of Special is comprised of special mission and support vessels, examples of these are: Semi-submersible, Heavy lift, Integrated tug and barge units (ITB), and Auxiliary Crane Ships (ACS).

Auxiliary Crane Ships

The ACS are specifically designed with several cranes with extra long reaching booms to enable transloading between vessels on the port and starboard sides.

The ACS can offload containers and other outsized equipment from non-self-sustaining ships offshore or from shore locations in underdeveloped or damaged ports.

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Semi-submersible Vessels

The "semi-submersible" ship, usually called a "FLO-FLO," which stands for "Float On - Float Off." This type of vessel is particularly essential to the delivery of Army watercraft into theater.

In effect, this type of vessel "sinks itself" in order to load barges, lighterage, and other small craft.

It submerges at an origin port in order to load these smaller ships that are "floated" into position and secured on cradles.

The semi-submersible vessel is then raised and is sailed into the area of operations.

Once in the theater, the securing welds and other devices are removed and the FLO-FLO sunk again, allowing the smaller craft to float free.

The "semi-submersible" ship, usually called a "FLO-FLO," which stands for "Float On - Float Off."

In effect, this type of vessel "sinks itself" in order to load barges, lighterage, and other small craft.

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Joint High Speed Vessel

The Joint High Speed Vessel (JHSV) is employed to move, maneuver, and reposition personnel, cargo, and equipment during intratheater lift, waterborne tactical and joint amphibious or riverine operations.

The JHVS supports the full spectrum of military operations by providing the ability to bypass degraded lines of communication, shorten MSRs, and conduct tactical operations from offshore and remote bases.

The JHSV supports the Commander in Chief's (CINC's) ability to build and sustain combat power by giving combat teams access to a wide variety of access points in remote and austere theaters of operation.

The Joint High Speed Vessel has communications equipment which enables combat troops to perform en-route planning and rehearsals, and contains other required equipment for command and control, self defense, NBC protection, medical, and unit maintenance.

The crew resides onboard, operates, and maintains the vessel.

MISSION

To perform high-speed waterborne transportation of personnel, cargo, and equipment, including fully operational combat teams, during intratheater lift, waterborne tactical and joint amphibious or riverine operations.

PERSONNEL

Officer	Warrant Officer	Enlisted	Total
0	8	23	31

CAPABILITIES

The capabilities of this include:

- Self-sustainment for a period of 30-45 days with accommodations for the crew.
- Transports 1250 STONs of unit equipment or sustainment supplies, and 360 combat equipped troops in a single lift. This equates to a Force XXI Armor or Mechanized Infantry company.
- Echelon one combat health and food service support.
- Self-delivery to a theater of operations and ability to transit the Panama and Suez Canals.

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Key Points

KEY POINTS

The following key points were discussed:

- Specialized Watercraft
- Fast Sealift Ships (FSS)
- Special Mission and Support Vessels
- Semi-Submersible Vessels
- Joint High Speed Vessel (JHSV)

The following key points were discussed: Specialized Watercraft, Fast Sealift Ships (FSS), Special Mission and Support Vessels, Semi-Submersible Vessels, and Joint High Speed Vessel (JHSV).

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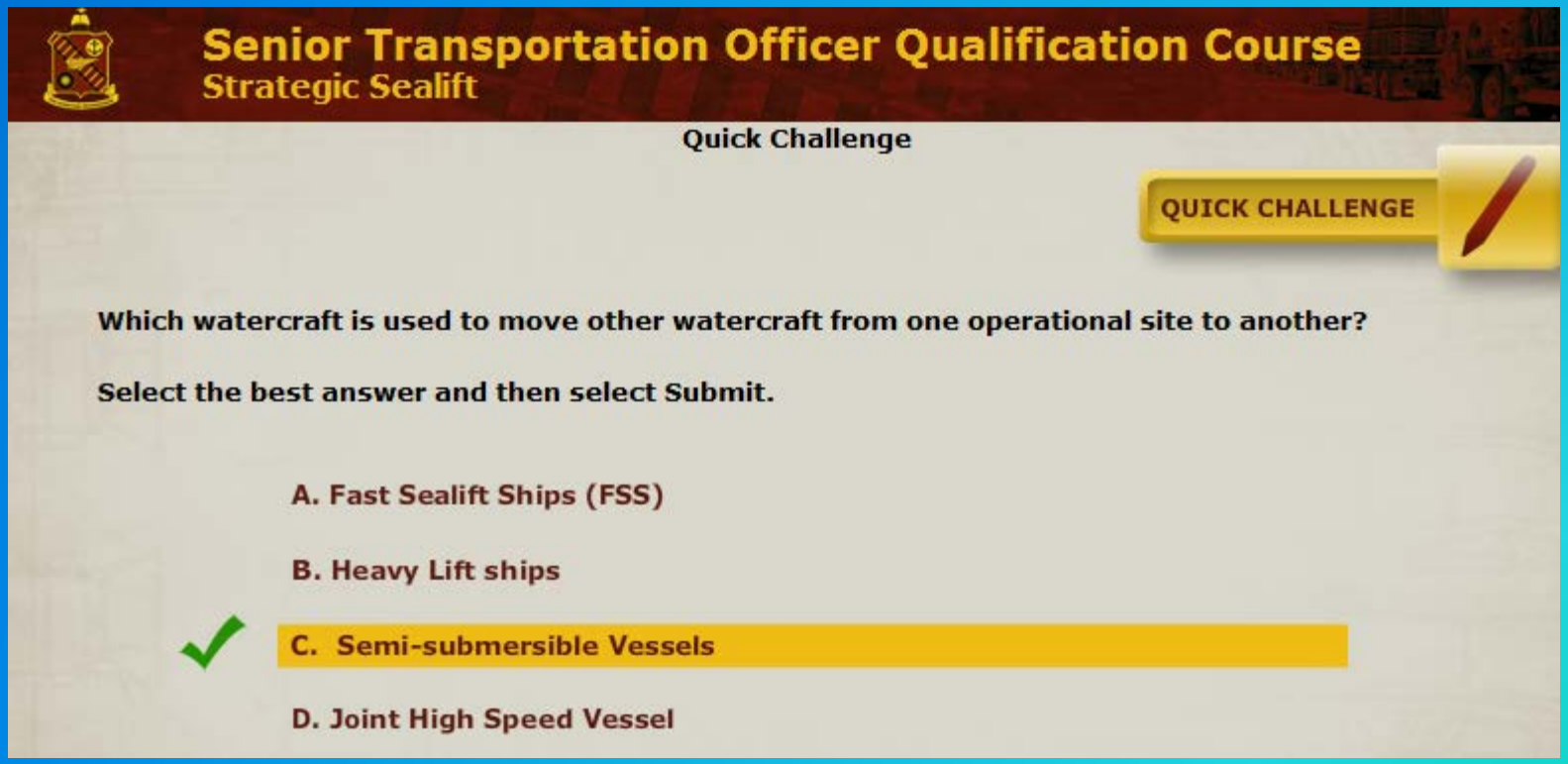
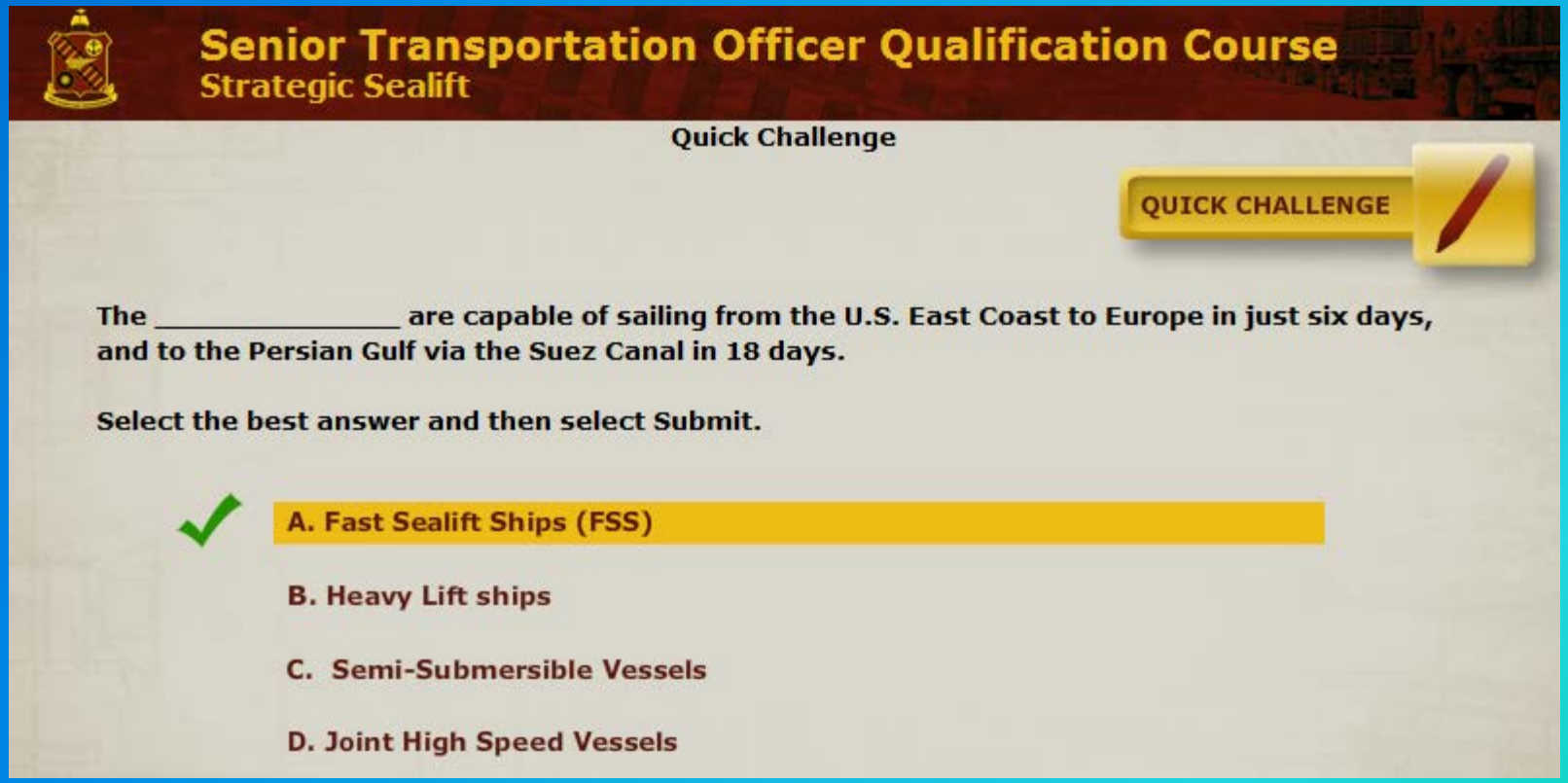


STRATEGIC SEALIFT



STRATEGIC SEALIFT

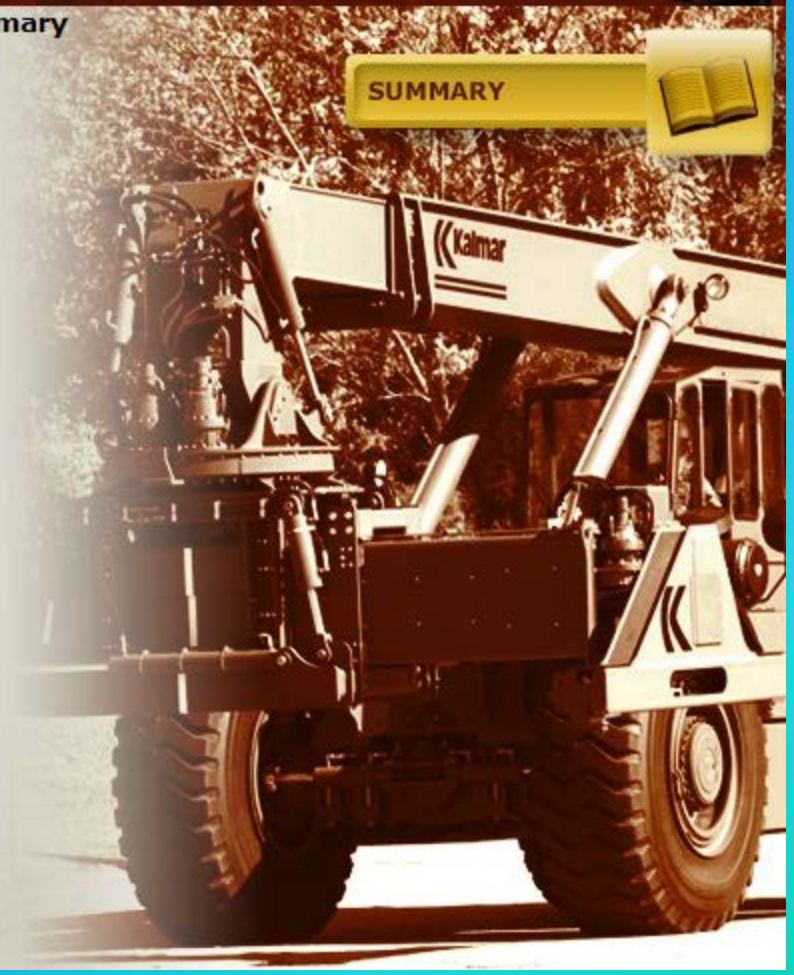
Senior Transportation Officer Qualification Course
Strategic Sealift

Summary

In this lesson, you have learned about strategic sealift.

You have covered the following:

- Military Sealift Command (MSC) strategic sealift forces
- General Vessel Types
- Specialized Watercraft



In this lesson, you have learned about strategic sealift.

You have covered the following: Military Sealift Command (MSC) strategic sealift forces, General Vessel Types, and Specialized Watercraft.

Good luck on the assessment