PMS 385
Program Office for Strategic and Theater Sealift

CAPT Henry W. Stevens III, USN
Mobile Landing Platform

Program Structure

Delivers Joint Warfighter Equipment
Each MLP provides:
3 LCAC berths, Skin-to-Skin ramp & fenders
25,000 sq. ft. Raised Vehicle Deck

Sea Base Surface Interface Hub
Enables personnel and equipment transfer from MPF(F) LMSR and JHSV to shore via LCACs in Sea State 3 conditions.

Commercially Based
Designed/constructed to commercial ship standards. Navy standards and certifications applied to mission-related ship functions. Operated by a 34-person Military Sealift Command crew.

Core Capability Set (CCS)
Mobile Landing Platform (MLP) Capabilities

- 34 berths
- 15 knots, 9,500 nm
- Skin-to-skin ramp and fenders
- MLP deployed alongside LMSR (skin-to-skin)
- Vehicles transfer from LMSR to MLP via sideport ramp and then onto LCACs
- LCACs deliver equipment to shore
- 25,000 ft² elevated vehicle stowage deck
- 3 LCAC lanes with services
- Bow Thruster
- Utility services (water, power, firefighting)
- Tankage for 100,000 gal potable water, 380,000 gal JP-5
Production of MLP 1
from keel laying on Jan 19, 2012 to launch on Nov 13, 2012
MLP 1 submerging for Heavy Lift Ballast Test
USNS MONTFORD POINT

USNS MONTFORD POINT (MLP 1) delivered on time, on budget May 14, 2013, with no starred cards from INSURV.

Final Contract Trials were successfully completed in Everett, WA on September 8-13, 2013.
Core Capability Set Installation at Vigor Marine, November 20 to January 3, 2014

CCS Integration
USNS JOHN GLENN (MLP 2) at Float-Out
September 15, 2013

Start of Construction: April 17, 2012
Keel Laying: December 4, 2012
Launch: September 15, 2013
Christening: February 1, 2014
Delivery: March 2014
A Flexible Ship

The base ship is flexible and capable of being built to support various missions
Start of Construction
February 2, 2013

Keel Laying
November 5, 2013

MLP 3 Stern in graving dock at NASSCO
December 2013
AFSB Capabilities

- 250 Mildet berths
- Two Level I/Class 2 Operating Spots for MH-53E
- Hangar 2 MH-53E Folded
- Mission Deck Cargo Capacity: 4 MK 105 MCM sleds equiv & four 7-M RHIBs, 12 TEUs
- 15 knots, 9,500 nm
- Tankage for 100,000 gal potable water, 380,000 gal JP5
Using New Ships in New Ways
Joint High Speed Vessel

**Program Structure:**
Post Milestone B. The Navy awarded a fixed price incentive contract on November 13, 2008 to Austal USA in Mobile Alabama for detail design and construction of the lead JHSV plus 9 JHSV ship construction options. Program is on schedule.

**Commercially Based:**
Leverages extensive commercial investment in high speed vessels possessing organic cargo handling capability to provide effective, affordable military capability from a non-developmental item.

**Rapid Transport:**
Focused technology to meet warfighting needs. Provides COCOMs a 35 knot intra-theater transport of over 600 tons of combat ready units over 1200 nautical miles with ability for off-load in austere environment without reliance on shore infrastructure.

**Joint Focus:**
Merges Army Theater Support Vessel (TSV) and Navy High Speed Connector Programs. Leverages Navy’s Core Ship Acquisition Competency. Provides cost effective, common logistics support platform for Army, Marine, and Navy warfighters.

**Streamlined Acquisition:**
Concept to Shipbuilding Contract in 2 ½ years with scheduled ship delivery 49 months after contract award. Both span times represent 50% time savings from a typical development and ship construction approach. Keys to success: (1) Stable requirements; (2) Minimize change; (3) Production efficiency.

**Typical JHSV**
600 tons
1200 nautical miles
35 knots
JHSV Capabilities

- 35 knots in Sea State 3 for 1,200 nm
- NAVAIR Level I Class 2 Flight Deck
- 20,000 ft² of Mission Bay Space
- Slewing Stern Ramp, capable of holding M1A2 tank
- Seating and galley services for 312 servicemen, berths for 104
Joint High Speed Vessel (JHSV)
JHSV Post Delivery Test & Trials

Ramp Interface
JHSV High Expansion Foam (HEF) Test

HEF used in aviation industry to smother hangar fires.

HEF test on JHSV 1 to smother vehicle deck fires.
USNS CHOC TAW COUNTY (JHSV 2)
USS MIL LINOCKET (JHSV 3)

Start of Construction: September 13, 2010
Keel Laying: November 8, 2011
Launch: October 1, 2012
Delivery: June 6, 2013

USNS CHOC TAW COUNTY (JHSV 2)

Start of Construction: September 11, 2011
Keel Laying: May 3, 2012
Launch: June 5, 2013
Delivery: February 2014

USNS MIL LINOCKET (JHSV 3)
“SPEARHEAD is a perfect match for 4th Fleet and we plan to use it across all of our lines of operations: Security Cooperation Activities, Maritime Security Operations and Contingency Operations.”

- RADM Sinclair M. Harris, US 4th Fleet Commander
USNI, March 20, 2013
“Presence is our mandate. We have to be where it matters. We need to be there when it matters. And, we need to be ready when it matters.”

“There’s a new type of ships (referring to LCS, MLP and AFSB) we’re bringing in that more closely resonate with some of the missions of the future.”

“As we look out there, we can’t just keep building gray hull amphibious ships, that are built and put together for joint forcible entry, to do these lesser included, but very important missions such as humanitarian assistance and disaster relief.”
Questions?