



MILITARY SEALIFT COMMAND TANKER PROJECT OFFICE

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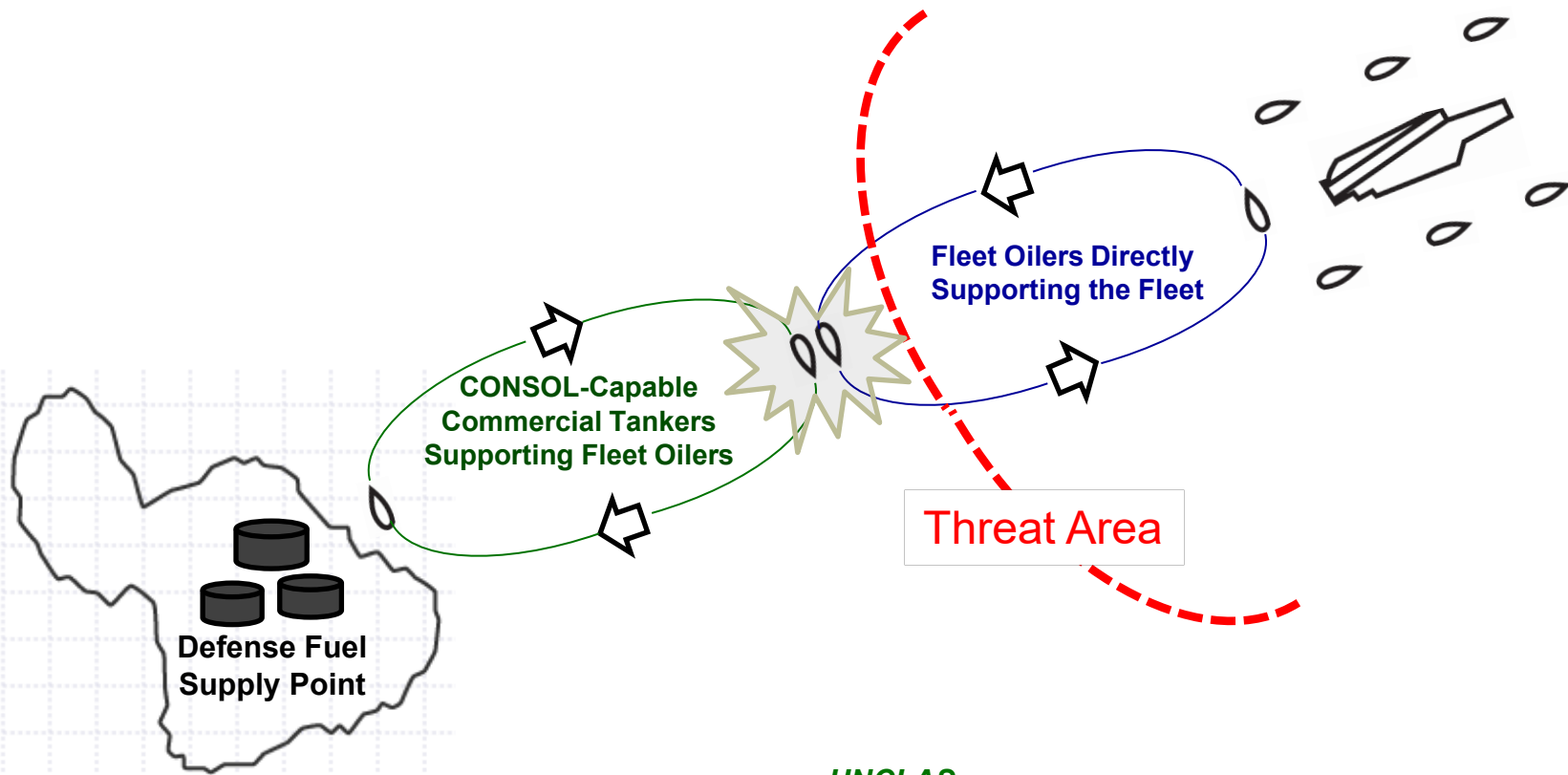




CONSOL CONCEPT



Consolidation between oilers. In an underway replenishment force, it often becomes necessary to consolidate cargo between replenishment ships. This permits some replenishment ships to remain on station to service fleet units while others shuttle to supply points to reload fuel. (NTTP 4-01.4)



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CONSOL TANKERS



- CONSOL-capable tankers are commercial U.S flagged tankers, manned by civilian mariners, that MSC brings on long-term charter and then modifies with additional CONSOL equipment.
- CONSOL-capable tankers are typically outfitted with 2 stations for versatility: 1 forward and 1 aft.
- CONSOL-capable tankers available:
 - MT ACADIA TRADER, BADLANDS TRADER
 - MT EMPIRE STATE, EVERGREEN STATE
 - MT STENA POLARIS, SLNC GOODWILL
 - MT OVERSEAS MYKONOS & YOSEMITE TRADER (needs final certification)
 - 10 FUTURE TANKERS PART OF TANKER SECURITY PROGRAM (TSP)

ABS-approved
CONSOL Manifold
installed prior to coming
on-hire to MSC.
Engineered for
alignment with USN
CLF



Cargo
Manifolds

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DEVELOPING CONSOL CAPABILITY



Crawl, Walk, Run Methodology



Crawl - Pierside training with a Fleet Oiler

Underway Replenishment is not a commercial mariner skillset, it must first be taught.

Ship crews are trained at the Navy's UNREP training facilities, and the ship's UNREP gear is fully inspected by Fleet Unrep training personnel.

Walk - Underway training with a Fleet Oiler

- 1) 'Leapfrog' training to learn tanker handling characteristics while alongside underway.
- 2) Dry hook-ups to practice hose connecting, disconnecting, and communications while alongside
- 3) Emergency breakaway procedures and maneuvering.

Run - Transferring cargo while alongside

- 1) Safe and efficient fuel transfer while underway.
- 2) Managing changing vessel characteristics while transferring cargo
- 3) Managing crew alertness and fatigue within a small crew

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LIGHTERING



- Commercial lightering enable tankers to transfer cargo while alongside in a protected anchorage or waterway with limited traffic.
- While CONSOL uses 7” Navy cargo hoses, lightering uses 8” or 10” commercial cargo hoses enabling faster transfer rates.
- ❖ No specialized Navy equipment, thus most commercial ships can be utilized.
- Commercial lighterage companies available around the world to provide lighterage pilots, yokohama fendering, cargo hoses and containment booms if needed.
- Commercially available alternative method of CONSOL



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WAY AHEAD



More events – INDOPACOM afloat tankers; Red Hill defueling
Quarterly CONSOL exercises
Fleet exercise participation (RIMPAC)
Real world events (Eastern Med)
(More ship to ship (STS) transfers)



EMPIRE STATE CONSOL w/ USNS Kaiser

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