

# CARGO CONTAINER TRANSFER REQUIREMENTS FOR THE MOBILE OFFSHORE BASE pdf

## 1: Knowledge Database

*The purpose of this requirements statement is to serve as a guideline to Mobile Offshore Base (MOB) concept developers, so that cargo handling requirements are fully considered and addressed in the development of concepts and preliminary designs.*

In all cases, the need will be to minimize the vulnerability of the detachments by keeping them small, dispersed, well camouflaged, and secure from enemy attack, but, at the same time, providing sufficient hedge against the risks created by relying on an at-sea logistics base many miles away. An example of possible uses of such mobile combat service support detachments is depicted in Figure 4. The example shows two mobile detachments. One is near the shore, where it can be deployed and resupplied by surface craft. The other is well inland, where it is deployed and resupplied by air.

**Packaging and Containerization** An important issue in deciding future support concepts is the role of containers. The general principal in streamlining logistics operations is to minimize the handling of material. The ideal is to package at the origin for end use and deliver directly to users without any repackaging. To facilitate such origin-to-destination movements of material, industry has developed a highly efficient, worldwide transport system for moving cargo in standard containers. The standard unit of measure is foot equivalent unit TEU , meaning an 8 ft x 8 ft x 20 ft container, but the industry trend is to ft containers. The system is intermodal, permitting the containers to be moved, without reconfiguration, via truck, railcar, and ship. The advantages of using standardized containers are many: Enabling Operational Maneuver from the Sea. The National Academies Press. The Marine Corps maritime prepositioning force, except for rolling stock, is largely containerized, and Marines have the capability to off-load and move the containers either at ports or over the shore. The motivation for using containers has been, in part, to gain the same efficiencies in handling and moving cargo that industry has enjoyed; in addition, the break-bulk ships traditionally used to transport most military material overseas have largely disappeared from commercial service, and container ships are dominating commercial trade. The dilemma the Marine Corps will face in supporting OMFTS is that while extensive use of containers is essential to efficient support of heavy forces, their use requires a substantial footprint ashore capabilities for moving them ashore, handling and transporting them, and breaking out their contents for delivery to using units. Moreover, fully loaded ft containers are too heavy to be moved by the V and can be moved only short distances by the CH ft containers are difficult for the Marine Corps to transport and handle by any means. Thus, OMFTS operations probably will dictate that containers be used no further forward than the sea base and that material be repackaged, if necessary, for end use by logistics personnel on board ships. However, if the Marine Corps intends to maintain capabilities to make a transition from sea based logistics to conventional land-based logistics, and then reverse the process for force reconstitution, container-handling and transport assets must remain in the force. Designing the support concept or concepts that best fit the needs of future logistics operations is not a trivial task. It involves assessing not just logistics requirements and capabilities, but also the costs and risks of each alternative. Since the number of variables is large and the cost of experimenting much with real units the size of an MEF FWD would be prohibitive, this type of analysis is best done by modeling and simulation. The committee believes that the potential logistics implications of OMFTS justify the use of such analytic tools. The Marine Corps should invest in modeling and simulating OMFTS logistics operations to assess logistics needs, capabilities, and alternative support concepts. Providing Support Over Extended Distances If battles of the future are fought as the conceptual designers of OMFTS envision, highly mobile combat units will be widely dispersed, possibly well inland, focusing only on key objectives with high military value; they will not be clearing and securing the areas through which or over which they move en route to their objectives. In some relatively benign situations, establishing traditional land lines of communication, i. However, having the capability to sustain and reconstitute the combat forces over very long distances without dependence on secure road networks and rear areas seems fundamental to the Page 43 Share

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Cite Suggested Citation: Fuel usage rate is constant, regardless of speed, load, or flying conditions. External loads are notional. Ranges vary for different external loads. That means a much greater reliance on air transport than has been the practice for Marine Corps ground-force logistics. With procurement of the V and extension of the life of the CHE, the Marine Corp is gaining the capability to move substantial quantities of material by air. The maximum payloads, however, decrease with distance, especially for external loads. If the effect of distance on flying time is combined with its effect on maximum load, its effect on productivity the tons of material that can be transported in a day is dramatic. This decline in aircraft delivery productivity as a function of distance is depicted in Figure 4. The issues are whether those two aircraft can meet the needs of the types and sizes of forces envisioned over the distances envisioned and, if not, what alternatives the Marine Corps should explore.

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## 2: Intermodal Container Transfer Facility News

*Cargo container transfer requirements for the mobile offshore base Item Preview.*

These global international manufacturers whom not only serve complex, expensive, unique-high-tech military technologies but also require extremely high educational staff members, long term training programs which are in many cases can take more than several years of full daily top quality and sophisticated training and millions of USD in training exercises. Such a floating offshore base has been researched and proposed, but never developed. A MOB is a modular floating base that can be deployed to provide flight, maintenance, supply and other forward logistics support operations. MOB modules will most likely be semi-submersibles which have significantly smaller wave-induced motions compared to conventional hulls. The cluster could have an air strip that could hold a large aircraft such as the C Mobile Offshore Bases In concept, a Mobile Offshore Base MOB is a modular floating base that can be deployed to an area of national defense interest to provide flight, maintenance, supply and other forward logistics support operations for U. In addition, a MOB accepts ship-borne cargo, provides nominally 3 million square feet for equipment storage and maintenance, stores 10 million gallons of fuel, houses up to 3, troops an Army heavy brigade , and discharges resources to the shore via a variety of landing craft. The basic strategy is to deploy semi-submersible "building block" modules which could be deployed in a number of different modes of operation. Each module consists of a box-type deck supported by multiple columns on two parallel pontoons. When transiting between operational sites, the module is deballasted and travels with the pontoons on the surface much like a catamaran. When on site, the module is ballasted down so that the pontoons are submerged below the surface wave zone, thereby minimizing the wave-induced dynamic motions. The decks, which store rolling stock and dry cargo, are all located above the wave crests. The columns provide structural support and hydrostatic stability against overturning. A MOB platform could range anywhere in length from a single, meter-long, module to multiple modules serially aligned to form a runway up to 2 kilometers long. All platforms would provide personnel housing, equipment maintenance functions, vessel and lighter age cargo transfer, and logistic support for rotary wing and short take-off aircraft. The longest platform nominally 2 kilometers in length would also accommodate conventional take-off and landing CTOL aircraft, including the Boeing C cargo transporter. Upon first inspection, the notion of a 2-kilometer long floating platform seems so far beyond the state-of-practice that it would not be worthy of serious discussion. Returning back to basics, simple, effective, efficient technologies at a fraction of modern day top global technology which is outdated before even delivered to the client as has been the case in many multi-billion USD contracts at all levels and for any nation. There are no historical precedents for designing and building floating platforms as large or as multifunctional as MOB. The first task for assessing constructability was to identify a range of probable dimensions for MOB semisubmersible modules; this was accomplished in the four previously described preliminary system designs. The modules proposed in those studies range from m to m, and are all longer than the m length of the longest existing semisubmersible. Equally important is the fact that the nominal m to m beam of these proposed modules is much larger than the capacities of existing shipyards. Using this information, an assessment study was conducted which concluded that U. MLP ships are to serve as floating bases for amphibious operations, and operate as a transfer point between large ships and small landing craft.

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## 3: Mobile offshore base - Wikipedia

*CARGO CONTAINER TRANSFER REQUIREMENTS FOR THE MOBILE OFFSHORE BASE. No abstract provided. Supplemental Notes: 25 P.: ILL.; INCLUDES BIBLIOGRAPHICAL REFERENCES (P. 25).*

Mobile Offshore Base References Mobile Offshore Base In concept, a Mobile Offshore Base MOB is a modular floating base that can be deployed to an area of national defense interest to provide flight, maintenance, supply and other forward logistics support operations for U. MOB modules will most likely be semisubmersibles which have significantly smaller wave-induced motions compared to conventional hulls. In addition, a MOB accepts ship-borne cargo, provides nominally 3 million square feet for equipment storage and maintenance, stores 10 million gallons of fuel, houses up to 3, troops an Army heavy brigade , and discharges resources to the shore via a variety of landing craft. The basic strategy is to deploy semisubmersible "building block" modules which could be deployed in a number of different modes of operation. A typical module is shown in Figure 1. Each module consists of a box-type deck supported by multiple columns on two parallel pontoons. When transiting between operational sites, the module is deballasted and travels with the pontoons on the surface much like a catamaran. When on site, the module is ballasted down so that the pontoons are submerged below the surface wave zone, thereby minimizing the wave-induced dynamic motions. The decks, which store rolling stock and dry cargo, are all located above the wave crests. The columns provide structural support and hydrostatic stability against overturning. A MOB platform could range anywhere in length from a single, meter-long, module to multiple modules serially aligned to form a runway up to 2 kilometers long. All platforms would provide personnel housing, equipment maintenance functions, vessel and lighterage cargo transfer, and logistic support for rotary wing and short take-off aircraft. The longest platform nominally 2 kilometers in length would also accommodate conventional take-off and landing CTOL aircraft, including the Boeing C cargo transporter. Upon first inspection, the notion of a 2-kilometer long floating platform seems so far beyond the state-of-practice that it would not be worthy of serious discussion. There are, however, a variety of conceptual approaches that offer promise towards accomplishing that goal. There are no historical precedents for designing and building floating platforms as large or as multifunctional as MOB. The first task for assessing constructability was to identify a range of probable dimensions for MOB semisubmersible modules; this was accomplished in the four previously described preliminary system designs. The modules proposed in those studies range from m to m, and are all longer than the m length of the longest existing semisubmersible. Equally important is the fact that the nominal m to m beam of these proposed modules is much larger than the capacities of existing shipyards. Using this information, an assessment study was conducted which concluded that U. This Program identified and managed an extensive series of advancements using the best of academia, industry, and government experts. An independent group of marine engineering experts from industry, the American Bureau of Shipping, and academia was tasked to review the Program and its products and render an opinion on MOB feasibility and cost. The resulting assessment report was provided to Congress in April It was concluded that the use of Mobile Offshore Bases, ranging from one meter long module to a 2-kilometer long platform consisting of serially-aligned multiple semisubmersibles, in the open ocean as a forward base appears technically feasible. Accurate cost estimates are difficult to project at this time for three reasons: Therefore, only approximate information is available regarding cost at this time.

## 4: Mobile offshore base : Wikis (The Full Wiki)

*Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.*

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## 5: Mobile offshore base | Military Wiki | FANDOM powered by Wikia

*The "Joint Mobile Offshore Base" was a MOB concept for expeditionary warfare and humanitarian and commercial operations developed in the late s by McDermott International, Inc. of Arlington, Virginia.*

## 6: Mobile Offshore Base

*April 1, Requirements Cargo Container Transfer Requirements for the Mobile Offshore Base Submitted By: Intelligent Systems Division National Institute of Standards and Technology Gaithersburg, Maryland*

## 7: Mobile offshore base

*Mobile Offshore Base (MOB) concept developers, so that cargo handling requirements are fully considered and addressed in the development of concepts and preliminary designs.*

## 8: Products & Services " OEG Offshore - Offshore DNV Containers, Baskets and Specialist Modules

*Mobile offshore base In essence, a MOB is a multipurpose modular self-propelled floating platform, or several interconnected platforms, that can perform multiple functions of a sea base including strike, deployment and logistics.*

## 9: TechnoKontrol | Safe Haven Sea Bases / Land Bases / Air Bases

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