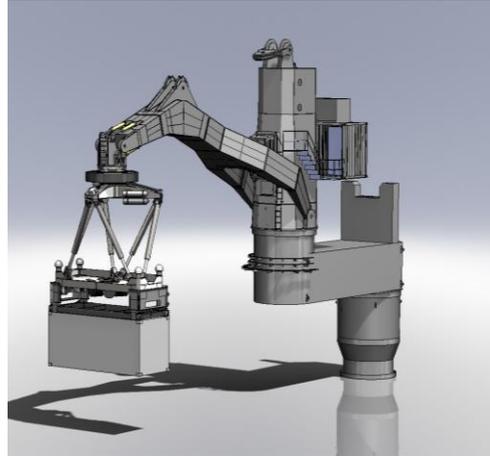




## USTRANSCOM Science and Technology

### CONTAINER AT-SEA TRANSFER SYSTEM

**Project Summary:** This project continues development of the Large Vessel Interface Lift On/Lift Off (LVI LO/LO) crane technology transitioned from a Science and Technology (S&T) effort managed by the Office of Naval Research (ONR) to a Research and Development (R&D) effort sponsored by Office of the Chief of Naval Operations (OPNAV) N42 and managed by Program Executive Office (PEO) Ships, Planned Maintenance System 385. This follow-on R&D effort upgrades the crane to better support interface with a commercial container ship by adding the capability to reach into a container cell to the ships bottom and refines the custom designed micro-crane architecture to one better suited for a full capability prototype..



**Return on Investment:** The efficiency of operations will increase: offshore container transfer operations can occur anywhere with greater availability, logistics supply for operations can move toward an as-needed operation rather than a logistics push, the logistics train can follow the operation from offshore at much increased rates making use of the U.S. Navy's command of the sea. The Department Of Defense (DOD) will save money by not having to: commandeer a port, pay the port fees, defend the (now highly vulnerable) port facilities, pay the political costs of performing a war effort from another country's port.

**Duration of project:** FY12-FY13

**Participants:** PEO Ships

**Project advocacy (funding or otherwise):** United States Transportation Command (USTRANSCOM) J5, Naval Surface Warfare Center Carderock, Office of Naval Research

**Transition:** There are multiple possible transition paths for this advanced crane. OPNAV N42 is supporting development and testing of the improved macro/micro crane to ensure that the technology is available when needed. The initial need is to provide an enhanced capability for the next generation of Auxiliary Crane Ships (T-ACS) which will be needed as the existing T-ACS

ships are retired. Another transition possibility is as an upgrade to the Mobile Landing Platform (MLP) to enable it to transfer containers and other cargo from ships alongside.

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