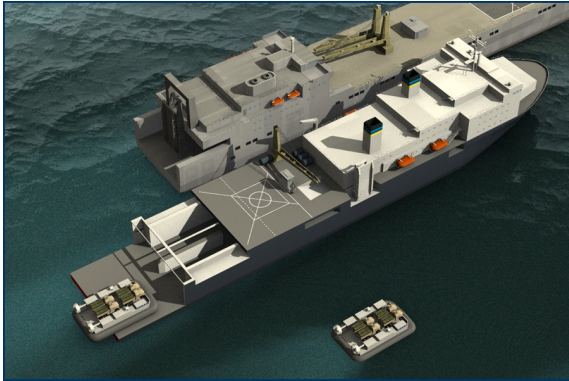


## Seabasing Linchpin:

### Mobile Landing Platform (MLP)

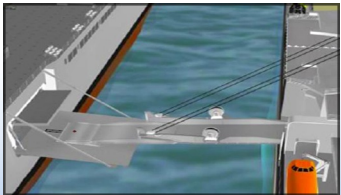
The MLP is designed to be the "pier in the ocean," by facilitating the transfer of equipment and supplies to Seabase connectors or combat shipping. The MLP enables a force of approximately 5,000 to conduct at sea assembly and integration in 24-72 hours.



The MLP will provide:

- 1 The offloading of the MPF(F) ships onto the MLP deck
- 1 The loading of the LCACs in preparation for employment
- 1 Accommodations for 800 Marines
- 1 Faster delivery ashore of the ground combat element

### Transfer, Handling and Stowage Technologies



Vehicle transfer systems that enable quick, efficient, skin-to-skin transfer from one ship to another in varying sea states.



Cranes that lift at greater capacity and operate in conjunction with multinational shipping at varying sea states.



Automated cargo handling systems that permit selective offload of cargo for tailored mission requirements.

## The Seabasing Story

There has been a significant reduction in overseas bases and basing rights in the last 25 years due to economics and declining political acceptance of US military boots on the ground. This has resulted in a "transformation" for the US military, changing from a forward based military to a CONUS projected, expeditionary force.

The challenge with this basing reality is the widely-shared view in our national security and defense strategies that in order to reduce the ability of extremists to attack our interests at home and abroad we must prevent them from gaining a foothold in other countries. We must be there to assist countries without maintaining a large presence ashore while integrating and applying a combination of our national capabilities with those of international partners.

Fortunately, the United States possesses an asymmetric advantage in this regard: Seabasing. However, the Seabasing capability currently resident in the Navy-Marine Corps team is not sufficient to support large scale joint operations of extended duration and is dependent upon secure ports and airfields ashore.

To realize this new vision we must develop cargo transfer, handling and stowage technologies into our new ships and develop high speed craft and connector capabilities. A new connector capability ship, the Mobile Landing Platform, will be a key enabler.

The cost of Seabasing is considerably less than the costs for forward basing forces especially when considering the reduced force protection costs and political concerns associated when burdening host nations with military presence on the ground.

Seabasing will allow for Joint, Interagency and Multinational persistent forward presence which will help preserve global freedom of action, strengthen existing and emerging alliances, and better protect our national interests.



**Marine Corps Combat  
Development Command**  
3300 Russell Road  
Quantico, Virginia 22134  
www.mccdc.usmc.mil

# Seabasing

... A Port and Airfield at Sea



Seabasing is a concept that enables employing the full range of government capabilities from the sea. Innovations in shipbuilding, cargo handling, at sea transfer and sea based defense systems allowed the Seabasing concept to become a reality. Currently in order to employ an expeditionary force of 15,000 or greater, a secure port and or airfield ashore is needed, however by 2022 it will be possible to do this at sea.

Such a capability recognizes that nations are increasingly placing restrictions on or denying the use of their facilities at a time when we must have a greater forward presence to reduce the ability of extremists to gain a foothold or disrupt the flow of commerce. Seabasing will allow the use of the world's oceans as large or small scale Joint, Multinational and Interagency bases for operations without dependence on ports or airfields ashore. We must be present to be a part of the solution and protect our interests.



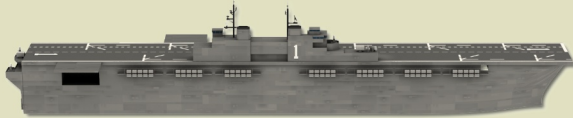
*"Seabasing is the idea that we can establish a joint port and airfield at sea that would allow for follow-on forces, allow for combined forces, allow for whatever we thought we needed to move ashore, either in a lethal environment or in a humanitarian environment."*

**General James T. Conway**  
Commandant of the Marine Corps

# Seabasing Enablers

## Amphibious Task Force

An Amphibious Task Force can be configured for many tasks (from humanitarian to forcible entry) however notionally consists of the 15 ships that are capable of employing over 6000 Marines in a high-threat and anti-access environment. There are two Amphibious Task Forces, one on each coast.



### LHD and LHA(R)

An amphibious assault ship designed to accommodate the Marine Corps' future Air Combat Element (ACE) including F-35B Joint Strike Fighter (JSF) and MV-22 Osprey with additional aviation maintenance capability and increased fuel capacities. Also features large stowage areas and troop berthing.



### LPD 17

The amphibious transports are used to transport, and land over 700 Marines, their equipment and supplies by embarked air cushion or conventional landing craft or amphibious vehicles, augmented by helicopters or vertical take off and landing aircraft in amphibious assault, special operations, or expeditionary warfare missions.

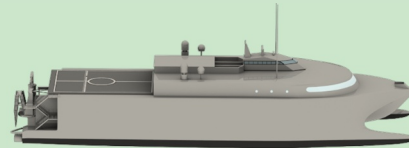


### LSD 41 and LSD 49

Designed specifically to operate Landing Craft, Air Cushion (LCAC) vessels. It has the largest capacity for these landing craft (four) of any U.S. Navy amphibious platform. It also provides docking and repair services for hovercrafts (LCACs) and for conventional landing craft.

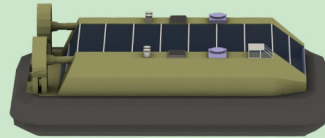
## Connectors

Connectors are surface or air vehicles that transport personnel and equipment within the sea base and from the sea base to land.



### JHSV

The JHSV provides rapid, intra-theater seaborne movement of forces, equipment and supplies in support of a complete range of operations.



### Ship to Shore Connector (SSC)

The SSC program is intended to provide a replacement for the aging Landing Craft Air Cushion (LCAC) fleet. The main candidate will be capable of carrying a tank in conditions previously unattainable.



### MV-22

As the enabling technology for ship-to-objective maneuver, the Osprey revolutionizes combat operations. With its unique tilt-rotor combination of range, speed, and payload, it is the most flexible and capable combat troop transport in the world.



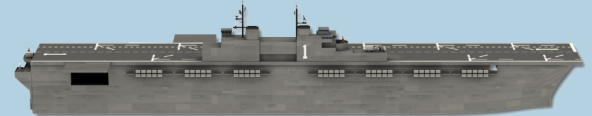
### CH-53K

The new heavy lift helicopter will be the primary provider of seabased logistics to Marines operating deep inland. Able to carry heavy payloads over long distances.

## Maritime Prepositioning Force (Future) MPF(F) Squadron Composition

MPF(F) will be an enabler of Sea Based operations, and will serve four main functions not provided by the current MPF:

- 1 At-sea phased arrival and assembly of Expeditionary Forces
- 1 Employ surface BLT and vertical BLTs from Seabase
- 1 Sea-based sustainment of Expeditionary Forces
- 1 At-sea reconstitution and redeployment



### LHD and LHA(R)

An amphibious assault ship designed to accommodate the Marine Corps' future Air Combat Element (ACE) including F-35B Joint Strike Fighter (JSF) and MV-22 Osprey with additional aviation maintenance capability and increased fuel capacities. Also features large stowage areas and troop berthing.



### T-AKE

The class lead ship in a new Combat Logistics Force (CLF) that operates as battle group station ship when accompanied by an oiler. The T-AKE program calls for up to 14 ships, three of which are expected to be part of the Maritime Prepositioning Force (Future).



### T-AKR

Large, Medium-Speed, Roll-on/Roll-off Ships, or LMSRs, have a cargo carrying capacity of more than 380,000 square feet, equivalent to almost eight football fields. Two cranes make it possible to load and unload cargo where shoreside infrastructure is limited or nonexistent.



### MLP

Designed to be the "pier in the ocean," the MLP is an interface platform for other surface lift ships and vessels that facilitates the transfer of equipment and supplies to Seabase connectors or combat shipping.