



# RHUMB LINES

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## Lewis and Clark class (T-AKE) dry cargo / ammunition ships

*"The T-AKE is the right ship at the right time to provide our carrier and amphibious groups around the world with food, fuel, supplies and ammunition. Whether for a combat mission or for humanitarian aid, Military Sealift Command and the T-AKEs deliver."*

– Rear Adm. Mark H. Buzby, Commander, Military Sealift Command

The Navy's newest class of underway replenishment ships was introduced in 2006 to replace aging combat stores and ammunition ships. To date, nine ships have been delivered, seven of which are already executing critical missions throughout the fleet.

### Mission

- As part of Military Sealift Command's Naval Fleet Auxiliary Force, T-AKEs deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to deployed naval forces at sea worldwide. The 689-foot T-AKE has the largest cargo-carrying capacity and the largest flight deck of any combat logistics ship afloat.
- T-AKEs 12, 13 and 14 will each be assigned to one of the three active Maritime Prepositioning Ship squadrons, which are permanently forward-deployed to the Eastern Atlantic Ocean / Mediterranean Sea, Western Pacific Ocean and Indian Ocean. While identical in configuration to T-AKEs 1-11, the mission of the last three ships in the class will be to provide selective offload of cargo for resupply and sustainment of U.S. Marine Corps forces ashore.
- The seven T-AKEs currently conducting missions for the fleet are crewed by 124 civil service mariners, who operate and navigate the ships, and 11 Navy Sailors, who provide operational support and supply coordination. When needed, the ships carry a helicopter detachment of as many as 39 personnel.

### Delivered on schedule

- Military Sealift Command took delivery of USNS Wally Schirra (T-AKE 8) and USNS Carl Brashear (T-AKE 7) in 2009, and USNS Matthew Perry (T-AKE 9) was delivered Feb. 24, 2010. Three ships are currently under construction at the General Dynamics NASSCO shipyard in San Diego, and the Navy exercised construction options for the final two ships of the class on Feb. 26, 2010.
- As part of a strong focus on efficient construction, T-AKE 9 was built with 50 percent of the manhours of T-AKE 1 and was delivered to the Navy a month early.
- Reaching steady state production is a critical objective for all shipbuilding programs. As this class has entered serial production, NASSCO has extracted increased learning and production efficiencies. The Navy is applying lessons learned from this class to other shipbuilding programs.
- Built to commercial standards, T-AKEs take advantage of industry best practices and can be cost-effectively maintained using commercial, off-the-shelf technology. T-AKEs have built-in environmental protections such as industry-leading "green" waste-management facilities that decrease pollutants by 95 percent.

### Key Messages

- The versatility of these ships makes them critical components of today's rapidly changing maritime environment.
- The Navy is committed to a relentless drive for affordability and efficiency in shipbuilding programs as the Navy and shipbuilders work together to identify production improvements.
- Reaching the Navy's goal of a 313-ship fleet depends on getting ships into stable production, which will lead to significant cost and schedule efficiencies.

### Facts & Figures

- A total of 14 T-AKEs will be procured, all of which are fully under contract.
- Nine ships of the class have been delivered to the Navy, and seven ships of the class have deployed.
- Two T-AKEs – USNS Lewis and Clark (T-AKE 1) and USNS Sacagawea (T-AKE 2) – deployed to Haiti to support the humanitarian mission following the devastating January 2010 earthquake.
- Construction contracts or options have been awarded for all 14 ships of the class.