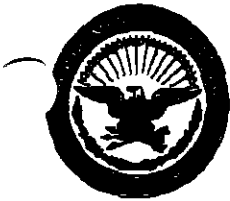


U.S. Pacific Command Response

**Directorate for Strategic Planning and Policy
Requirements and Force Structure Division (J552)**



**COMMANDER IN CHIEF, U.S. PACIFIC COMMAND
(USCINCPAC)
CAMP H.M. SMITH, HAWAII 96861-4028**

11 September 1998

Mr. Ed Savacool
Stanley Associates
300 North Washington Street, Suite 400
Alexandria, VA 22314-2530

Subject: Potential DoD Use of Commercial High Speed Sealift (HSS)

Dear Mr. Savacool:

The Pacific Command staff has reviewed your questionnaire and offers the following comments:

The answers to the questions posed by your survey are all scenario-dependent. Due to this limitation, we were unable to provide the level of detail that your questions sought.

To be useful to our planners, it is essential that commercial HSS ships meet the definition of "military useful" sealift. That term means the HSS assets must be available, for planning purposes, to meet a requirement to move X number of measurement tons on a certain day, i.e. C day or C+10.

It appears from your questions that you are trying to determine if there is a "niche market" in military surge sealift analogous to the one you envision in the commercial market. With the information available, we could not identify such a "market" and are unsure of the utility of the small number of relatively small RO/RO ships that your survey assumed.

We definitely see the benefit of high speed Cellular Containerships to support resupply of military operations (primarily general cargo and ammo) and believe this is a more realistic scenario than the surge sealift case.

In order to have a significant impact on planning for a Major Theater War (the most stressful scenario), HSS ships need be capable of transiting the Pacific Ocean without refueling and maintaining sustained speeds in excess of 40 knots.

My point of contact is LCDR Tom Williamson, USN. Phone: (808) 477-0770, FAX: (808) 477-0768.

Sincerely,

**C. B. BECKMAN
Captain, U.S. Navy**