

**High Speed Sealift Technology Workshop
21-23 October 1997**

Minutes from 21 October Morning Session

Opening remarks were presented by Mr. Robert Keane, Head of Total Ship Systems at the Naval Surface Warfare Center/Carderock, in West Bethesda, MD. He welcomed everyone to the Carderock facilities and pointed out Carderock's history of making significant contributions to the speed and power of ships. He stressed that the goal of this workshop was to design a roadmap for developing technology to meet the needs in high speed hull forms for the 21st century. He turned the podium over to Mr. Keith Seaman of CCDoTT, who acted as the moderator for the opening session.

Mr. Seaman provided an overview on the development of the workshop and introduced the sponsors. Mr. Seaman pointed out that this conference resulted from the perceived need to bring together commercial and DoD personnel to discuss the future of High Speed Sealift. The sponsors of the 21-23 October workshop are BG King, RADM Sargent, and RADM Naughton. Each sponsor gave brief opening remarks (with Mr. Jonathan Kaskin speaking for RADM Sargent). BG King stressed that a goal of this workshop was to identify the technology needed to move supplies and personnel into the arms of the people who need them within the span of three to four days. Mr. Jonathan Kaskin emphasized that a purpose of workshop is to learn what is feasible in High Speed Sealift technology. He pointed out that while there is no current funding for high speed sealift technology, what is learn from this workshop may lead to funding in the future. RADM Naughton noted that a goal of the Services is to reduce inventory, and time-sensitive transportation and delivery are a keys to this process. He further noted that commercial industry has already learned this lesson, and through this workshop the Services will have the opportunity to learn from their lead. He also stressed that we are not looking for the 100% solution in this workshop, but for the path in the right direction.

Next, Lt Col Hillson provided an overview of Joint Vision 2010. He stated that the purpose of Joint Vision 2010 is to provide a common direction and framework for the Services to develop their unique capabilities. He noted that the Joint Vision emerging concept of Focused Logistics is the area which will result in the most significant cost savings for the Services.

Mr. Keith Seaman presented a brief on the "End-to End" Approach to Strategic Mobility. He emphasized the importance of considering the whole "Port of Embarkation to Port of Debarkation" process, because significant downtime in either port negates the usefulness of High Speed Sealift.

LTC Robert Toguchi spoke on how technological mobility enhancements can help the warfighter. He stated that the changing world environment will most likely result in conflicts in areas where we do not have prepositioned equipment; therefore, we must have the ability to move equipment and personnel in shorter periods of time. He

emphasized that slow arrival of forces gives the enemy the advantage by allowing them to dig-in, and results in spending three to five times the combat power to get the enemy out of position.

Mr. Colen Kennell presented an overview of High Speed Sealift Technologies and demonstrated the process that would be used to analyze the technologies suggested in the workshop. He showed how the analysis will focus on the areas of speed, range, and payload.

Mr. Joseph Byrne presented a brief on the use of Commercial Ships for Military Use. He noted the relevant commercial development under the MARITECH Program, such as the SENESCO Project and the Trinity Sea Shuttle 1000. He stated that the focus of fast sealift should be the development of a viable, commercial fleet first, and that the military utility of those commercial ships will flow naturally from that base.

The final brief of the morning was presented by Mr. Art Hahn and Dr. Jay Sterling. This brief was a discussion of economic issues related to the High Speed Sealift market and conveyed the results of the preliminary meeting on the HSS market and economics. They emphasized that there is sufficient justification for proceeding with High Speed Sealift technology development, but the economic impact of any innovative technological development must be examined.