



DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 4780.1
PM3
4 August 2000

COMSC INSTRUCTION 4780.1

Subj: MPS LIGHTERAGE MAINTENANCE AND CONDITION REPORTING
PROCEDURES

- Ref:
- (a) Pontoon System Manual, NAVFAC P-401, of Jul 94
 - (b) Mechanized Landing Craft (LCM-8) Mark 5, Steel, NAVSEA S9008-AJ-BIM-010
 - (c) Joint Pub 4-01.6
 - (d) MSC Lighterage COSAL of Dec 97
 - (e) NWP 3-02.3
 - (f) Braintree Charter Modification No. P00027 of 5 Nov 97
 - (g) Maersk Charter Modification No. P00029 of 17 Nov 97
 - (h) Waterman Charter Modification No. P00032 of 7 Nov 97
 - (i) Technical Manual, USMC No. 4790-14/2B, of Oct 94
 - (j) NWP 1-03.1
 - (k) NWP 1-03.3
 - (l) OPNAVINST 3501.198B
 - (m) SAMM Ver. 4.5 User's Manual

- Encl:
- (1) Lighterage Glossary
 - (2) Informal Material Inspection (IMI) Checklist (electronic version available upon request)
 - (3) MEQPT Codes
 - (4) Sample SORTS message
 - (5) CASREP Decision Tables
 - (6) CASREP Addressees

1. Purpose. To prescribe responsibility within Military Sealift Command (MSC) for onboard maintenance, inspection and condition reporting of embarked Navy lighterage.

2. Applicability. This instruction is applicable to MSC Headquarters and all Afloat Prepositioning Force (APF) Squadrons assigned Maritime Prepositioning Ships (MPS).

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3. Background

a. "Lighterage" describes a variety of craft and equipment carried as cargo aboard each of the MPS and other vessels. Lighterage provides for the carriage of personnel and cargo instream, between ship and shore. In the case of the MPS, this equipment includes powered and nonpowered pontoon causeways, landing craft (LCM-8), and fuel/water hose reels (Amphibious Assault Bulk Fuel/Water Systems (AABF/WS)). Enclosure (1) provides a glossary of lighterage terminology; references (a) through (e) describe in general terms the design, construction, employment and parts support of Navy lighterage. Reference (c) includes details on lighterage characteristics, operation and supporting task organizations; throughput factors; weather and topographic considerations and salvage operations.

b. Preventive and limited corrective maintenance for Navy lighterage onboard the MPS is performed by an embarked team employed by the MPS operating companies (OPCOs). This team performs maintenance actions described in the OPCO charters, references (f) through (h).

c. Other agencies share responsibility for the operational and administrative management of Navy lighterage:

(1) Life-cycle management. The Naval Facilities Engineering Command (NAVFAC) is the life-cycle manager for MPF lighterage and is responsible for program management, acquisition and configuration of these craft. NAVFAC manages Centralized Maintenance Funding for Navy lighterage, funding all MPF maintenance at BIC, the procurement of MPF equipment and procurement of all lighterage Supply System stocks for the benefit of LANTFLT and PACFLT.

(2) Depot-level support. As executive agent for the U.S. Marine Corps Logistics Base, Blount Island Command (BIC) provides logistic support for lighterage and other MPS cargoes in Jacksonville, FL. Depot-level overhauls of Navy lighterage are performed by a support contractor in Florida under a BIC contract. Upon completion of overhauls, BIC issues Configuration Management Reports detailing work accomplished.

(3) Lighterage operation. CINCLANTFLT and CINCPACFLT, through their respective Surface type commanders, Amphibious Group Commanders (PHIBGRUs) and Naval Beach Groups (BEACHGRUs), are responsible for the operational employment of Navy lighterage during MPF operations. Naval Beach Groups provide beachmaster traffic control; limited construction capabilities; beach salvage; and operation of causeway lighterage, landing craft, and bulk fuel systems. The Beach Groups perform shipboard inspections (Limited Technical Inspections (LTIs)) of these craft on a periodic basis. BEACHGRUs shall receive monthly Shipboard Automated Maintenance

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Management (SAMM) reports described in paragraph 6 below. Following contingencies or exercises and in accordance with reference (i), activities such as BEACHGRUs that employ lighterage are responsible for conducting post-exercise maintenance prior to the ship's return to station. This maintenance includes cleaning and performing minor repairs.

(4) MPS operational control. Theater commanders in chief have combatant command of the MPS, and hence embarked lighterage, for those ships in their areas of responsibility. MPS Squadron Commanders in most cases exercise immediate tactical and operational control of ships assigned. When MPS are on station and not conducting MPF operations, their operational command is notionally exercised in a chain of command through a task group, a task force, a numbered fleet commander, a fleet commander in chief and a unified combatant command. MPF operations commonly involve liaison between supported and supporting commanders in chief. An MPF Commander responsible for directing forces involved with the offload is also usually designated in advance of MPF operations.

4. Responsibilities

a. COMSC Prepositioning Program Manager (PM3). The Prepositioning Program Manager at MSC Headquarters is responsible to the Commander, Military Sealift Command for administrative control and for the readiness of the MPS. The MPS Project Officer (PM31) is responsible to the Program Manager for life-cycle management of the MPS and for oversight of MSC's program for onboard maintenance of lighterage. The PM3 contracting officer (PM3P) is responsible for administration of the MPS charters, including the terms of the modifications (references (f) through (h)) describing lighterage maintenance responsibilities. All matters involving changes to or enforcement of the OPCO contracts shall be referred to the PM3 contracting officer. Official communications with OPCOs shall be issued solely by the contracting officer. COMSC PM3 shall provide MPS Squadron Staff and BEACHGRUs with monthly SAMM summary and voyage-repair reports described below.

b. Squadrons. APF Squadron staffs are responsible for the following:

(1) Transmission of Casualty Reports (CASREPs) and Status of Resources and Training (SORTS) reports for embarked lighterage in accordance with references (j) and (k) and enclosures (3) through (6). Reference (l) lists strategic sealift ("STS") as a primary mission area for the MPS, which includes the capability to independently load or discharge the ships' cargoes instream using embarked lighterage. For that reason, Navy lighterage is considered "Major Equipment" for MPS SORTS-reporting purposes (reference (k)). In reporting CASREPs and SORTS for Navy lighterage, the MPS Squadron Commander, in close coordination with the respective BEACHGRU, shall use

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judgment in considering all relevant factors bearing on the condition of the equipment in relation to its intended mission. Enclosure (5) illustrates some of the factors to be considered. Data shall be separately reported at the unit level for condition and attainment status of each piece of lighterage. In making these reports, Squadron Commanders shall include those addrees noted in enclosure (6) omitting any non-supporting or non-supported activity. Squadron Commanders shall also comply with any additional theater guidance concerning additional addrees or classification level.

(2) Quarterly inspection of all lighterage using the form attached at enclosure (2). Informal Material Inspections (IMIs) document the material condition as well as standards of appearance of Navy lighterage. IMIs document contract compliance, identify potential work items for industrial assistance and generate direction for corrective action when warranted. Noteworthy items shall be documented in narrative format.

(3) Coordination of download and backload of lighterage in support of exercises and contingencies.

(4) Support for OPCO lighterage mechanics by requisitioning Government-unique lighterage parts and spares.

(5) Coordination of LTI visits with BEACHGRUs, including receipt of written LTI reports which shall be forwarded to COMSC PM3.

c. Ship Operating Companies. OPCOs are responsible for the following:

(1) Performance of preventive/corrective maintenance in accordance with the terms of references (f) through (h).

(2) Completion of SAMM maintenance reporting in accordance with reference (m). SAMM is an automated system for documenting accomplishment of onboard maintenance tasks and for configuration control.

(3) Not later than 10 days prior to the departure of any vessel for MPF Maintenance Cycle (MMC) availability, forwarding outstanding voyage-repair lists to COMSC PM3. Voyage-repair lists shall be in the format generated from the SAMM Repairs Module.

(4) Performance of other corrective maintenance specified in BEACHGRUs' LTIs. All work items identified in LTIs shall be input to and tracked from the SAMM Ship's Force Work List.

(5) Forwarding to COMSC PM3 a weekly report listing the disposition of maintenance staff, including information on where deployed and other significant facts associated with ongoing maintenance. This report need not duplicate data input into SAMM.

(6) Submission of summary-level casualty report data to COMPSRON staff for any piece of lighterage that is for any reason impaired in capability to meet the mission intended.

(7) As directed, maintenance support during exercises/contingencies.

(8) Joint technical inspections with BEACHGRUs when lighterage is issued and returned.

(9) Maintenance of Repair Care In Stores (RCIS) equipage, records and tech manuals.

(10) Custody transfer tracking.

(11) Provision of estimates for post-use repairs to equipment as requested.

/S/
G. S. HOLDER

Distribution:

COMSCINST 5215.5

List I (Case A, B, C)

SNDL 41B (MSC Area Commands) (10)
41D (MSC Offices)
41L (COMPSRONs)
T-104 (Masters and Operators, MPS)
T-106 (Masters and Operators, Prepositioning Ships)

Lighterage Glossary

AABFS. Amphibious Assault Bulk Fuel System.

AABWS. Amphibious Assault Bulk Water System.

Amphibious Assault Bulk Fuel System. A diesel-powered reel and buoyant hose system permitting ship to shore discharge of fuel in bulk.

Amphibious Assault Bulk Water System. A diesel-powered reel and buoyant hose system permitting ship to shore discharge of water in bulk.

Beach End. See "Causeway Section, Nonpowered, Beach End."

Causeway Barge Ferry. A structure comprised of one to four intermediate sections and one beach end section. Causeway ferries are controlled and positioned by SLWTs, LCMs or CSPs.

Causeway Section, Nonpowered, Beach End. A structure of thirty-nine pontoons (3 x 13) with a raked stern and inverted raked bow, primarily employed for beach ingress and egress.

Causeway Section, Nonpowered, Intermediate. A structure of thirty-nine pontoons (3 x 13) with a raked bow and stern, primarily employed for the carriage of deck cargo.

Causeway Section, Powered. A structure of thirty-six pontoons (3 x 12) powered by twin waterjet units and primarily employed as a prime mover for a causeway barge ferry.

CBE. Causeway Section, Nonpowered, Beach End.

CBF. Causeway Barge Ferry.

CIN. Causeway Section, Nonpowered, Intermediate.

CSP. Causeway Section, Powered.

Flexor. The flexible connector used to connect two causeways together.

LCM-8. Mechanized Landing Craft, Mark 5, Steel.

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Mechanized Landing Craft, Mark 5, Steel (LCM-8). A single-hull structure of nine watertight bulkheads, a forward cargo well and bow ramp, powered by twin diesel engines and primarily employed as a lighter of heavy single lifts and personnel.

Roll-on, Roll-off Discharge Facility. An assembly of six or seven nonpowered RRDF causeway sections mated together (such as 2 x 3), primarily employed for instream cargo operations using a ship's ramp. RRDF causeway sections have unique hardware tailored for these operations.

RRDF. Roll-on, Roll-off Discharge Facility.

Side-Loadable Warping Tug. A structure of thirty-three pontoons (3 x 11), equipped with an A-frame and winch, powered by twin waterjet units, primarily employed to maneuver and connect causeway sections, to place anchors, and install AABFS and AABWS.

SLWT. Side-Loadable Warping Tug.

SORTS MEQPT CODES (NOTE REF K, FIG 7-1, SHEET 6)

LCM8
AABFS
AABWS
CESE-NSE
CESE-NCB
CESE-NFH
CONTAINER-NSE
CONTAINER-NCB
CONTAINER-NFH
LARC V
PONTSE
PONTINT
PONTLE
PONTPWR
SLWT

Sample SORTS Message

PRIORITY

P 012235Z APR 98 PSN 294673M31

FM COMPSRON THREE

TO PAC NCCS UNITREP PEARL HARBOR HI//JJJ//
CINCPACFLT PEARL HARBOR HI//30S//
NAVDATACEN PEARL HARBOR HI//NDC//
COMSEVENTHFLT
COMLOG WESTPAC//N3//
CTG SEVEN THREE PT SEVEN

INFO USCINCPAC HONOLULU HI//J3//
COMSC WASHINGTON DC//N3//
COMNAVBEACHGRU ONE
COMPSRON THREE

UNCLAS

SORTS 285 AS OF 012235Z APR 98
MV 1ST LT JACK LUMMUS/N21633
PART I

CROVL/C3/AIE/AGA/AIT/C1/980902//
CREQP/C3/AIE/AGA/AIT/C1/980902//
PRMAR/STS/M4/AIE/M1/980902//
MEQPT/LCM8/002/000/002/001//
MEQPT/SLWT/001/000/001/000//
MEQPT/PONTPWR/004/000/004/000//
MEQPT/PONTLE/004/000/004/000//
MEQPT/PONTINT/002/000/002/000//

PART II

OPCON/LAST SORTS 284 AS OF 210808Z MAR 98.//
CROVL/C3 DUE TO INOPERATIVE LIGHTERAGE. OVERALL CONDITION OF LIGHTERAGE
DEGRADES LUMMUS ABILITY TO CONDUCT SINGLE-SHIP IN-STREAM MPF DISCHARGE
OPERATIONS. MULTI-SHIP IN-STREAM DISCHARGE OPERATIONS CAN BE CONDUCTED
USING LIGHTERAGE FROM OTHER SQUADRON ASSETS. NO IMPACT ON PIERSIDE
DISCHARGE CAPABILITIES. LIGHTERAGE TO BE REPLACED DURING MMC5 IN SEP98.//
CREQP/C3 DUE TO INOPERATIVE LIGHTERAGE.//
PRMAR/STS/M4 DUE TO C4 CASREPS ON LIGHTERAGE. 11 OF 11 CAUSEWAYS NOT
OPERATIONAL DUE TO LACK OF WATER TIGHT INTEGRITY, STRUCTURAL CORROSION,
DEGRADED LOAD BEARING CAPACITY AND INABILITY TO CONNECT TO OTHER

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SECTIONS. 1 OF 2 LCM-8 NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY AND STRUCTURAL CORROSION.//

MEQPT/LCM8/1 OF 2 LCM 8 NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY AND STRUCTURAL CORROSION. CASREP 98006.//

MEQPT/SLWT/1 OF 1 SIDE LOADING WARPING TUG NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY, STRUCTURAL CORROSION AND DEGRADED LOAD BEARING CAPACITY. CASREP 96006.//

MEQPT/PONTPWR/4 OF 4 POWERED CAUSEWAYS NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY, STRUCTURAL CORROSION, DEGRADED LOAD BEARING CAPACITY AND INABILITY TO CONNECT TO OTHER SECTIONS. CASREPS 96007, 96012, 98002 AND 98003.//

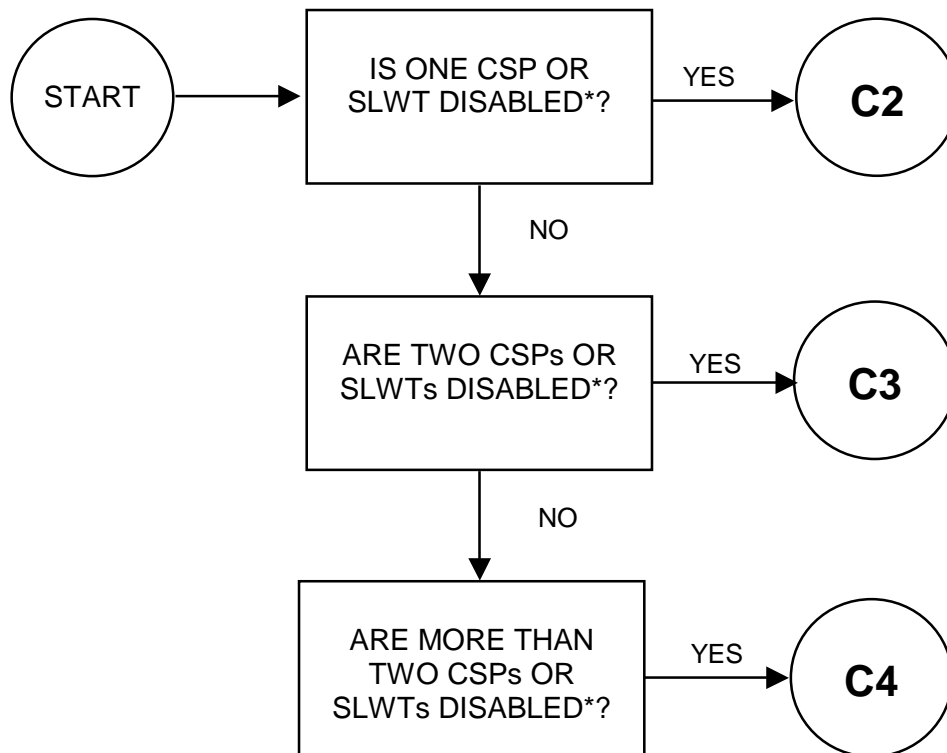
MEQPT/PONTLE/4 OF 4 BEACH END CAUSEWAYS NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY, STRUCTURAL CORROSION, DEGRADED LOAD BEARING CAPACITY AND INABILITY TO CONNECT TO OTHER SECTIONS. CASREPS 96008, 96009, 96010 AND 98004.//

MEQPT/PONTINT/2 OF 2 INTERMEDIATE CAUSEWAY SECTIONS NOT OPERATIONAL DUE TO LACK OF WATERTIGHT INTEGRITY, STRUCTURAL CORROSION, DEGRADED LOAD BEARING CAPACITY AND INABILITY TO CONNECT TO OTHER SECTIONS. CASREPS 98005 AND 98007.//

BT

CASREP DECISION TABLES

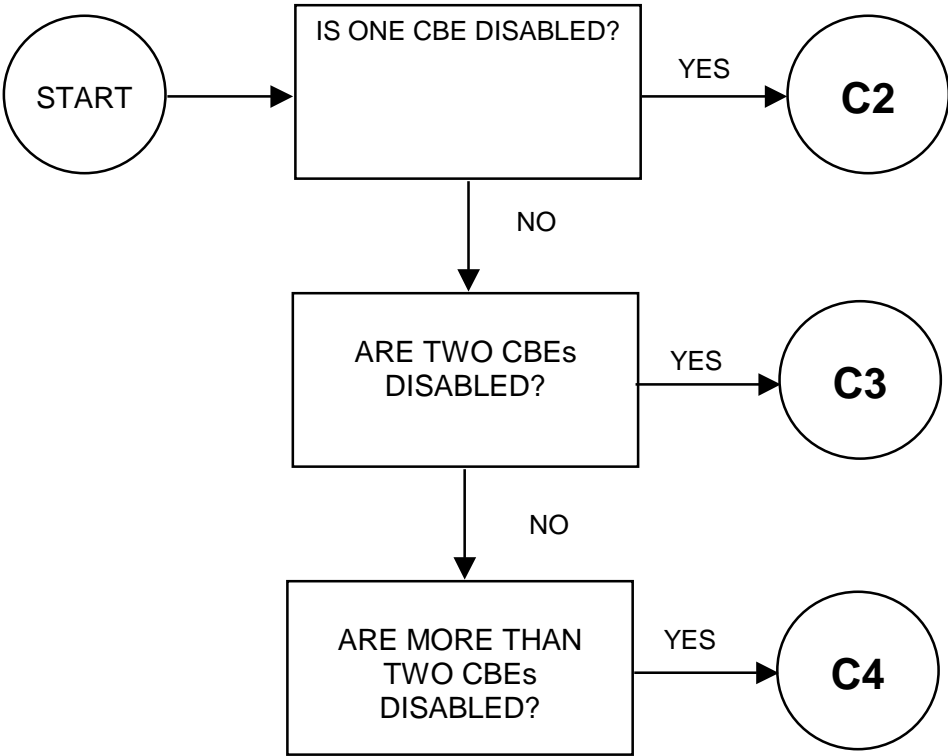
- Table 1.0 - Powered Sections**
- Table 2.1 - Beach Ends**
- Table 2.2 - Intermediate Sections**
- Table 3.1 - Hose Reel, Fuel**
- Table 3.2 - Hose Reel, Water**
- Table 4.0 - LCM**
- Table 5.0 - RRDF**

Table 1.0 Powered Sections**NOTES.**

* A CSP or SLWT is considered "disabled" if any of the following is true:

- operation of both engines is fully degraded
- operation of one engine is fully degraded, and the other engine will not operate to standards
- watertight integrity of at least two collocated pontoons is breached, or any three pontoons are breached
- the craft is judged otherwise unable to perform its mission or unfit for operation

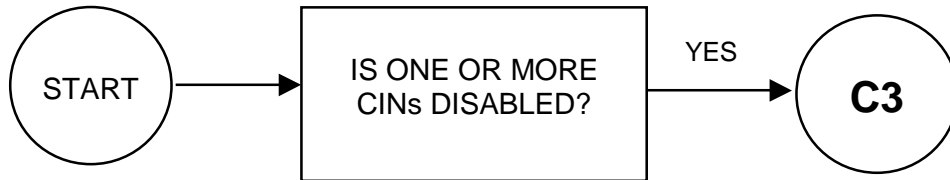
Table 2.1 Beach Ends



NOTES.

- * A CBE is considered "disabled" if any of the following is true:
 - watertight integrity of at least two collocated pontoons is breached, or any three pontoons are breached
 - the craft is judged otherwise unable to perform its mission or unfit for operation

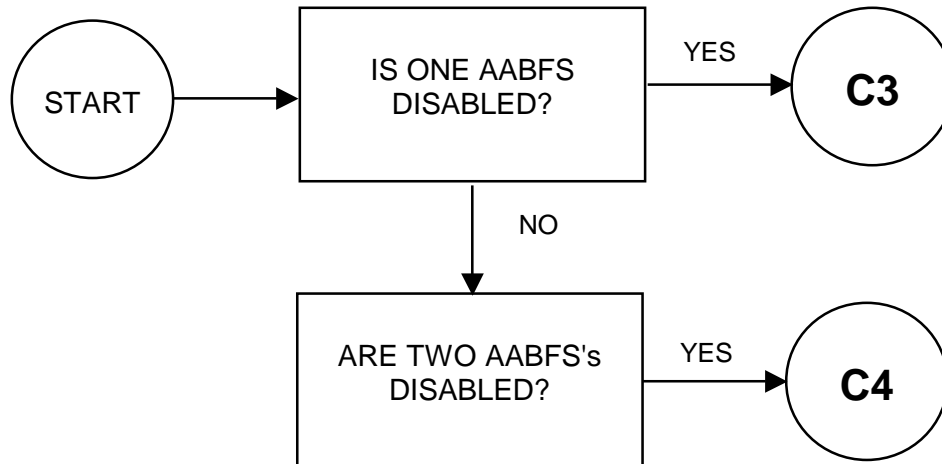
Table 2.2 Intermediate Sections



NOTES.

- * A CIN is considered "disabled" if any of the following is true:
 - watertight integrity of at least two collocated pontoons is breached, or any three pontoons are breached
 - the craft is judged otherwise unable to perform its mission or unfit for operation

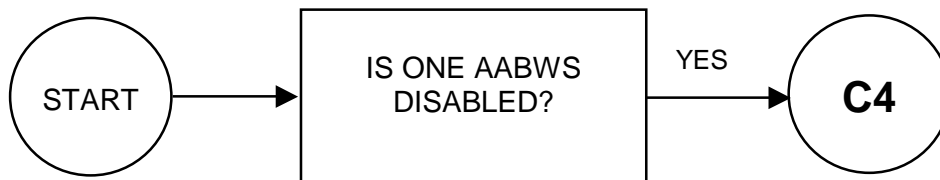
Table 3.1 Hose Reel, Fuel



NOTES.

- * An AABFS is considered "disabled" if any of the following is true:
- operation of the engine is fully degraded
 - the ship's SLWT is rated C4 (both AABFS are considered disabled in this case)
 - the equipment is judged otherwise unable to perform its mission or unfit for operation

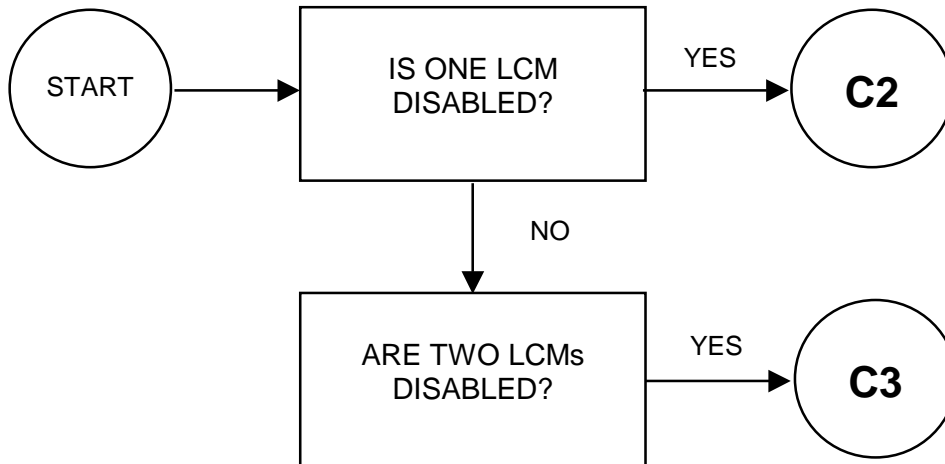
Table 3.2 Hose Reel, Water



NOTES.

- * An AABWS is considered "disabled" if any of the following is true:
- operation of the engine is fully degraded
 - the ship's SLWT is rated C4
 - the equipment is judged otherwise unable to perform its mission or unfit for operation

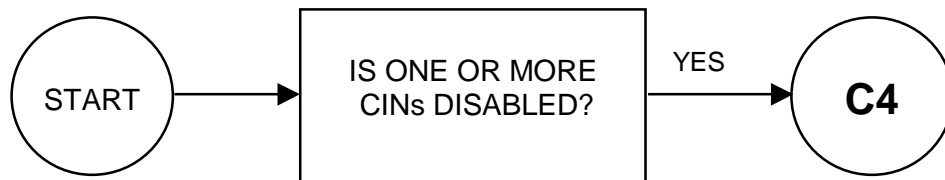
Table 4.0 LCM



NOTES.

- * An LCM is considered "disabled" if any of the following is true:
- operation of both engines is fully degraded
 - operation of one engine is fully degraded, and the other engine will not operate to standards
 - watertight integrity of the hull is breached
 - the bow ramp will not operate
 - the craft is judged otherwise unable to perform its mission or unfit for operation

Table 5 RRDF



NOTES.

- * A CIN is considered "disabled" if any of the following is true:
- watertight integrity of at least two collocated pontoons is breached, or any three pontoons are breached
 - the RRDF platform is judged otherwise unable to perform its mission or unfit for operation

CASREP and SORTS Addressees

In addition to the addressees specified in reference (j), paras. 2.3.4.1, 2.3.4.5 and 2.3.4.6; and the addressees specified in reference (k), para. 3.2.3; and any other addressees specified by the Squadron's operational commander, the following shall additionally be addressed:

- either COMPHIBGRU ONE, TWO or THREE
- either COMNAVBEACHGRU ONE or TWO
- either PHIBCB ONE or TWO
- either ACU ONE or TWO
- BLOUNT IS CMD JACKSONVILLE FL//90/920/923//
- OIC NAVFACENGCOMDET SLC PORT HUENEME CA
- COMNAVACENGCOM WASHINGTON DC//SEABEE/FL//