



**U.S. Department
of Transportation**

Maritime Administration

Ship Characteristics

Ready Reserve Force

School Ships

Retention Ships

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RRF

The Ready Reserve Force (RRF) was created in 1976 as a subset of the Maritime Administration's National Defense Reserve Fleet (NDRF) program to support the rapid worldwide deployment of U.S. military forces. As a key element of Department of Defense (DOD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during the critical surge period before commercial ships can be marshaled. The RRF provides nearly one-half of the government-owned surge sealift capability. Management of the RRF program is defined by a Memorandum of Agreement (MOA) between DOD and Department of Transportation. Reliability is 100% on-time activation of mission-ready ships and 180 days of operation without a major casualty. This booklet advertises the official capabilities of the RRF.

SCHOOL SHIPS

The school ships are also in the NDRF program and are loaned to the U.S. Merchant Marine Academy and the six U.S. State Maritime Academies. They are used throughout the year as training platforms for the schools' cadets. Cadets practice seamanship skills on the ships moored at the campuses and take them to sea for training cruises. Because of their large personnel support capacity, these ships are often considered when help is needed for disaster relief. When taken for a disaster relief mission a substitute arrangement is needed so the cadets can continue their training.

RETENTION SHIPS

Retention ships in the NDRF program can be activated for specific purposes. They are mostly former RRF ships that are kept in deep lay-up, preserved for potential future use by government agencies. Estimates for activation times and costs can be provided, but vary greatly.

TERMINOLOGY

Broken Stowage: The percentage of cargo capacity lost due to cargo not using all the available space. $100\% - BS\% = \text{useable cargo space}$.

Cargo Capacity: This is the total RO-RO and LO-LO cargo area expressed in SQFT, as indicated in the 2007 SDDC PAM 700-4.

Economical Speed: The speed that produces the lowest cost for the customer, taking into account a number of different factors including fuel cost as well as daily operating cost (among many others). For some ships, the contract speed and economical speed are identical, or differ only slightly.

Fuel Consumption: Consumption at max speed, contract speed, economical speed and in port are given in Metric Tons (MT) per Day. (1MT of IFO-180 = 6.53 Barrels. 1MT of MGO = 7.5 Barrels.)

Gross or Net Tonnage Each ton is 100 Cubic Feet.

LO-LO: The cargo space accessible only by lift-on-lift-off cargo gear like booms or cranes.

Minimum Crew: The minimum amount of crew members required to sail the vessel as listed on the Certificate of Inspection (COI).

Other Persons in Crew: The number of crew members in addition to the Minimum Crew who may sail on the vessel as listed on the COI.

Persons in Addition to Crew: The number of non-crew members who are allowed to sail on the vessel as listed on the COI.

Ramp SWL: The main ramp safe working loads in long tons.

RO-RO: A roll-on-roll-off vessel that loads wheeled cargo using a system of ramps. RO-RO capacity is the SQFT area accessible by ramps or elevators.

ROS: Reduced Operating Status is the term used to describe the practice of keeping a partial crew on a ship to ensure reliable activation readiness from a semi-layup condition.

RRF Contract Speed: The continuous operating speed required of an RRF ship in its Ship Manager contract. The speed is based on expected practical weather conditions and hull condition.

RRF Max Speed: The maximum operating speed attainable by an RRF ship at its design draft in calm water with a clean hull. An asterisk * next to the figure indicates that fuel curves are available.

Total Persons Allowed: The sum of Minimum Crew, Other Persons in Crew and Persons in Addition to Crew as listed on the COI.

Twenty-Foot Equivalent Unit (TEU): A unit of cargo capacity based on the 20 foot long intermodal container.

UNIQUE CAPABILITIES

In-Stream Ramps: *CAPE RISE*, *CAPE RAY* and *CAPE RACE* have ramps designed for in-stream use certified by ABS. *CAPE TRINITY* has an approved capability only when using the installed in-stream ramp monitoring system. The FSS are in-stream capable and will be recertified upon their next drydock period.

Ramp Capacity: Ramps are tested and certified to maximum need. Some had higher original capacity and could possibly be certified for special use. For example, the CAPE K's could be 400MT.

Lashing Gear: Lashing gear for securing vehicles, containers and other cargo is carried aboard ship. Additional lashing gear is available from the MARAD Shore-based Spares system.

Helicopter (Helo) Decks: Helo decks have varying capacities, limited by crew support and helo type. Certification for use by military craft is needed. The *CURTISS* and *WRIGHT* ships have military helo decks. Other RRF ships can support non-military civilian helo operations as per USCG regulations. Hover-only ability can be accomplished on most all vessels. The FSS, CAPE R's and CAPE V's can be certified for day-time VFR helo ops with reasonable upgrades. Some NDRF retention ships had viable military helo decks when they were in the RRF.

Ammunition Capabilities: Unless indicated that the ships can carry containerized ammunition, they are restricted to carrying non-ammunition loaded TEUs. Three ships currently in the RRF inventory have the capacity to take up to 480 TEUs of ammunition. These are the *GEM STATE*, *GRAND CANYON STATE* and *KEYSTONE STATE*. In 2012, the last two CAPE F vessels were transferred to the NDRF as retention vessels. Each had the capacity to carry 1,465 TEU and 475 FEUs of ammunition.

TEU Capacity: This is the container capacity for spaces with cell guides. The TEU capacity for RORO ships without cell guides is only for the weather deck and is already counted as RORO SQFT. Container capacity used decreases the available RORO SQFT.

Oversized Cargo Capacity The CAPE R's and CAPE H's are capable of carrying oversized cargo like the V-22 Osprey with minor modifications to the vessel. The CAPE RACE and CAPE HENRY have deck fittings already installed to accomplish this.

Maritime Administration: Ready Reserve Force

Ro-Ro

ROS-5

Ship

ADMIRAL W. M. CALLAGHAN

Location

Alameda, CA

Built

1967



Vessel Type.....	RO-RO
Length Overall.....	694.3 FT
Beam.....	92.0 FT
Draft (Summer LL).....	29.1 FT
Displacement (Summer LL).....	26,648 LT
Lightship Displacement.....	13,148 LT
Total DWT (Summer LL).....	13,500 LT
Gross Tonnage.....	24,471
Net Tonnage.....	11,505
Engine Type.....	Gas Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed	17 / 11 / 12 / 40
RRF Speed - Max.....	23 KTS*
RRF Speed - Contract / Economical.....	21.3 / 11 KTS
Cargo Capacity.....	141,843 SQFT
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	178 MT per day
Fuel Consumption - Contract / Economical.....	155 / 37 MT per day
Fuel Consumption In Port.....	6 MT per day
Country Built.....	USA
Ramp Capacity.....	55.8 LT

Maritime Administration: Ready Reserve Force

CAPE D Class Ro-Ro

ROS-5

Ship	Location	Built
CAPE DECISION	Charleston, SC	1973
CAPE DIAMOND	Charleston, SC	1972
CAPE DOMINGO	Charleston, SC	1973
CAPE DOUGLAS	Charleston, SC	1973
CAPE DUCATO	Charleston, SC	1972



Vessel Type.....	RO-RO
Length Overall.....	680.4 FT
Beam.....	97.0 FT
Draft (Summer LL).....	31.5 FT
Displacement (Summer LL).....	34,617 LT
Lightship Displacement.....	13,220 LT
Total DWT (Summer LL).....	21,397 LT
Gross Tonnage.....	13,083
Net Tonnage.....	9,129
Engine Type.....	Medium Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed....	17 / 12 / 16 / 45
	CAPE DUCATO 17 / 9 / 16 / 42
RRF Speed - Max.....	17.1 KTS *
RRF Speed - Contract / Economical.....	16.2 / 14 KTS
Cargo Capacity.....	167,339 SQFT
TEU Capacity.....	378
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	85 MT per day
Fuel Consumption - Contract / Economical.....	66 / 66 MT per day
Fuel Consumption In Port.....	8 MT per day
Country Built.....	Sweden/France
Ramp Capacity.....	DIAMOND, DOMINGO 128 LT
	DECISION, DUCATO, DOUGLAS 65 LT

Maritime Administration: Ready Reserve Force

CAPE E Class Ro-Ro

ROS-5

Ship
CAPE EDMONT

Location
Charleston, SC

Built
1971



Vessel Type.....	RO-RO
Length Overall.....	652.9 FT
Beam.....	94.0 FT
Draft (Summer LL).....	31.5 FT
Displacement (Summer LL).....	32,516 LT
Lightship Displacement.....	12,533 LT
Total DWT (Summer LL).....	19,983 LT
Gross Tonnage.....	12,902
Net Tonnage.....	7,373
Engine Type.....	Medium Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 11 / 16 / 44
RRF Speed - Max.....	17.1 KTS *
RRF Speed - Contract / Economical.....	16.2 / 14 KTS
Boom SWL.....	35 T
Cargo Capacity.....	161,372 SQFT
TEU Capacity.....	446
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	85 MT per day
Fuel Consumption - Contract / Economical.....	66 / 66 MT per day
Fuel Consumption In Port.....	8 MT per day
Country Built.....	Sweden
Ramp Capacity.....	128LT

Maritime Administration: Ready Reserve Force

CAPE H Class Ro-Ro

ROS-5

Ship	Location	Built
CAPE HENRY	Alameda, CA	1979
CAPE HORN	San Francisco, CA	1979
CAPE HUDSON	San Francisco, CA	1979



Vessel Type.....	RO-RO
Length Overall.....	749.7 FT
Beam.....	105.8 FT
Draft (Summer LL).....	35.5 FT
Displacement (Summer LL).....	51,829 LT
Lightship Displacement.....	15,000 LT
Total DWT (Summer LL).....	31,929 LT
Gross Tonnage.....	37,812
Net Tonnage.....	28,397
Engine Type.....	Slow Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 11 / 12 / 40
	CAPE HENRY 18 / 11 / 12 / 41
RRF Speed - Max.....	18.5 KTS *
RRF Speed - Contract / Economical.....	17.4 / 14.5 KTS
Boom SWL.....	39 T
Cargo Capacity.....	214,365 SQFT
TEU Capacity.....	HENRY 679 / HORN 629 / HUDSON 662
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	99 MT per day
Fuel Consumption - Contract / Economical.....	80 / 50 MT per day
Fuel Consumption In Port.....	8 MT per day
Country Built.....	HENRY Japan, HORN/HUDSON Norway
Ramp Capacity.....	178 LT

Maritime Administration: Ready Reserve Force

CAPE I Class Ro-Ro

ROS-5

Ship	Location	Built
CAPE INSCRIPTION	Long Beach, CA	1976
CAPE INTREPID	Tacoma, WA	1976
CAPE ISABEL	Long Beach, CA	1976
CAPE ISLAND	Tacoma, WA	1976



Vessel Type.....	RO-RO
Length Overall.....	684.8 FT
Beam.....	102.0 FT
Draft (Summer LL).....	34.0 FT
Displacement (Summer LL).....	36,027 LT
Lightship Displacement.....	16,072 LT
Total DWT (Summer LL).....	19,955 LT
Gross Tonnage.....	23,382
Net Tonnage.....	17,021
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 9 / 14 / 40
RRF Speed - Max.....	20.5 KTS *
RRF Speed - Contract / Economical.....	18.9 / 18.5 KTS
Cargo Capacity	149,088 SQFT
TEU Capacity.....(Empty Containers on Tier 3 only)....	345
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	122 MT per day
Fuel Consumption - Contract / Economical.....	109 / 95 MT per day
Fuel Consumption In Port.....	24 MT per day
Country Built.....	U.S.A.
Ramp Capacity.....	100 LT

Maritime Administration: Ready Reserve Force

CAPE K Class Ro-Ro

ROS-5

Ship	Location	Built
CAPE KENNEDY	New Orleans, LA	1979
CAPE KNOX	New Orleans, LA	1978



Vessel Type.....	RO-RO
Length Overall.....	695.8 FT
Beam.....	105.8 FT
Draft (Summer LL).....	35.2 FT
Displacement (Summer LL).....	44,480 LT
Lightship Displacement.....	15,723 LT
Total DWT (Summer LL).....	28,757 LT
Gross Tonnage.....	21,145
Net Tonnage.....	11,698
Engine Type.....	Slow Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 10 / 13 / 40
RRF Speed - Max.....	17.6 KTS *
RRF Speed - Contract / Economical.....	16.6 / 16.6 KTS
Cargo Capacity.....	146,895 SQFT
TEU Capacity.....	717
Fuel Type.....	IFO-180
Fuel Consumption At Sea — Max.....	87 MT per day
Fuel Consumption - Contract / Economical.....	74 / 74 MT per day
Fuel Consumption In Port.....	8 MT per day
Country Built.....	Japan
Ramp Capacity.....	196.8 LT

Maritime Administration: Ready Reserve Force

CAPE O Class Ro-Ro

ROS-5

Ship

CAPE ORLANDO

Location

Alameda, CA

Built

1981



Vessel Type.....	RO-RO
Length Overall.....	635.3 FT
Beam.....	91.9 FT
Draft (Summer LL).....	30.2 FT
Displacement (Summer LL).....	32,799 LT
Lightship Displacement.....	12,395 LT
Total DWT (Summer LL).....	20,404 LT
Gross Tonnage.....	15,623
Net Tonnage.....	8,856
Engine Type.....	Slow Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 16 / 12 / 45
RRF Speed - Max.....	18.5 KTS
RRF Speed - Contract / Economical.....	17 / 16.2KTS
Cargo Capacity	118,780 SQFT
TEU Capacity.....	302
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	75 MT per day
Fuel Consumption - Contract / Economical.....	60 / 60 MT per day
Fuel Consumption In Port.....	6 MT per day
Country Built.....	Sweden
Ramp Capacity.....	(Twin Slewing) 91.6 LT

Maritime Administration: Ready Reserve Force

CAPE R Class Ro-Ro

ROS-5

Ship	Location	Built	Converted
CAPE RACE	Portsmouth, VA	1977	1999
CAPE RAY	Portsmouth, VA	1977	1999
CAPE RISE	Portsmouth, VA	1977	1999



Vessel Type.....	RO-RO
Length Overall.....	647.9 FT
Beam.....	105.6 FT
Draft (Summer LL).....	32.7 FT
Displacement (Summer LL).....	35,358 LT
Lightship Displacement.....	12,872 LT
Total DWT (Summer LL).....	28,830 LT
Gross Tonnage.....	31,236
Net Tonnage.....	9,370
Engine Type.....	Medium Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 18 / 13/ 48
	RISE..... 17 / 19 / 12/ 48
RRF Speed - Max.....	19 KTS
RRF Speed - Contract / Economical.....	18 / 16.6 KTS
Cargo Capacity.....	176,313 SQFT
TEU Capacity.....	348
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	97.8 MT per day
Fuel Consumption - Contract / Economical.....	81 / 81 MT per day
Fuel Consumption In Port.....	8 MT per day
Country Built.....	Japan
Ramp Capacity.....	(In-stream Certified / Slewing) 160 LT

Maritime Administration: Ready Reserve Force

CAPE T Class Ro-Ro

ROS-5

Ship

CAPE TAYLOR

Location

Beaumont, TX

Built

1977

Converted

1981



Vessel Type.....	RO-RO
Length Overall.....	633.9 FT
Beam.....	88.8 FT
Draft (Summer LL).....	28.3 FT
Displacement (Summer LL).....	26,455 LT
Lightship Displacement	12,141 LT
Total DWT (Summer LL).....	14,545 LT
Gross Tonnage.....	21,782
Net Tonnage.....	8,098
Engine Type.....	Medium Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 14 / 16 / 47
RRF Speed - Max.....	16.2 KTS
RRF Speed - Contract / Economical.....	15.2 / 15.2 KTS
Cargo Capacity	115,619 SQ FT
TEU Capacity.....	348
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	42 MT per day
Fuel Consumption - Contract / Economical.....	36 / 36 MT per day
Fuel Consumption In Port.....	5 MT per day
Country Built.....	Japan
Ramp Capacity.....	(Slewing) 157.5 LT

Maritime Administration: Ready Reserve Force

CAPE T Class Ro-Ro

ROS-5

Ship	Location	Built	Converted
CAPE TEXAS	Beaumont, TX	1977	1981
CAPE TRINITY	Beaumont, TX	1977	1981



Vessel Type.....	RO-RO
Length Overall.....	633.9 FT
Beam.....	88.8 FT
Draft (Summer LL).....	28.3 FT
Displacement (Summer LL).....	24,555 LT
Lightship Displacement	9,687 LT
Total DWT (Summer LL).....	14,864 LT
Gross Tonnage.....	21,782
Net Tonnage.....	6,534
Engine Type.....	Medium Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 18 / 13 / 48
RRF Speed - Max.....	16.7 KTS
RRF Speed - Contract / Economical.....	15.7 / 15.7 KTS
Cargo Capacity	117,887 SQFT
TEU Capacity.....	346
Fuel Type.....	MGO
Fuel Consumption At Sea - Max.....	42 MT per day
Fuel Consumption - Contract / Economical.....	36 / 36 MT per day
Fuel Consumption In Port.....	5 MT per day
Country Built.....	Germany
Ramp Capacity.....(Slewing / Trinity - In-Stream Certified)	157.5 LT

Maritime Administration: Ready Reserve Force

CAPE V Class Ro-Ro

Ship	Location
CAPE VICTORY	Beaumont, TX
CAPE VINCENT	Beaumont, TX

ROS-5

Built	Converted
1984	1998
1984	1998



Vessel Type.....	RO-RO
Length Overall.....	631.8 FT
Beam.....	86.9 FT
Draft (Summer LL).....	28.3 FT
Displacement (Summer LL).....	30,644 LT
Lightship Displacement.....	10,581 LT
Total DWT (Summer LL).....	20,063 LT
Gross Tonnage.....	22,425
Net Tonnage.....	11,811
Engine Type.....	Slow Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 10 / 5 / 32
RRF Speed - Max.....	16 KTS
RRF Speed - Contract / Economical.....	15 / 15 KTS
Cargo Capacity.....	131,265 SQFT
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	52 MT per day
Fuel Consumption - Contract / Economical.....	44 / 44 MT per day
Fuel Consumption In Port.....	7 MT per day
Country Built.....	Italy
Ramp Capacity.....	(Starboard Slewing) 178.6 LT

Maritime Administration: Ready Reserve Force

CAPE W Class Ro-Ro

ROS-5

Ship	Location	Built	Converted
CAPE WASHINGTON	Baltimore, MD	1982	2001
CAPE WRATH	Baltimore, MD	1982	2001



Vessel Type.....	RO-RO
Length Overall.....	697.0 FT
Beam.....	105.6 FT
Draft (Summer LL).....	38.1 FT
Displacement (Summer LL).....	54,639 LT
Lightship Displacement.....	21,898 LT
Total DWT (Summer LL).....	33,374 LT
Gross Tonnage.....	51,960
Net Tonnage.....	13,863
Engine Type.....	Slow Speed Diesel
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	17 / 12 / 11 / 40
RRF Speed - Max.....	17 KTS*
RRF Speed - Contract / Economical.....	16 / 16 KTS
Cargo Capacity	295,958 SQFT
TEC Capacity.....	733
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	53 MT per day
Fuel Consumption - Contract / Economical.....	47 / 47 MT per day
Fuel Consumption In Port.....	4 MT per day
Country Built.....	Poland
Ramp Capacity.....	Starboard 186 LT / Port 58 LT

Maritime Administration: Ready Reserve Force

Fast Sealift Ship (FSS) - Ro-Ro

ROS-5

Ship	Location	Built	Converted
ALTAIR	Marrero, LA	1973	1985
ANTARES	Baltimore, MD	1973	1984
POLLUX	Beaumont, TX	1973	1986



Vessel Type.....	RO-RO
Length Overall.....	946.0 FT
Beam.....	105.6 FT
Draft (Summer LL).....	36.8 FT
Displacement (Summer LL).....	54,910 LT
Lightship Displacement.....	29,316 LT
Total DWT (Summer LL).....	25,594 LT
Gross Tonnage.....	24,471
Net Tonnage.....	17,895
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	20 / 42 / 12 / 74
	ANTARES 20 / 38 / 12 / 70
RRF Speed - Max.....	30 KTS*
RRF Speed - Contract / Economical.....	27 / 22.5 KTS
Cargo Capacity	199,362 SQFT
TEU Capacity.....	733
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	458 MT per day
Fuel Consumption - Contract / Economical.....	383 / 230 MT per day
Fuel Consumption In Port.....	24 MT per day
Country Built.....	Germany
Ramp Capacity.....(Port/Starboard Side Ramps)	90 LT
	POLLUX...72 LT

Maritime Administration: Ready Reserve Force

Fast Sealift Ship (FSS) - Ro-Ro

ROS-5

Ship	Location	Built	Converted
ALGOL	Alameda, CA	1972	1984
BELLATRIX	Marrero, LA	1973	1984
REGULUS	Beaumont, TX	1973	1985



Vessel	
Type.....	RO-RO
Length Overall.....	946.1 FT
Beam.....	105.5 FT
Draft (Summer LL).....	36.7 FT
Displacement (Summer LL).....	55,136 LT
Lightship Displacement.....	29,888 LT
Total DWT (Summer LL).....	25,248 LT
Gross Tonnage.....	14,349
Net Tonnage.....	12,693
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	
	ALGOL 20 / 22 / 32 / 74
	BELLATRIX 20 / 42 / 12 / 74
	REGULUS 20 / 27 / 12 / 59
RRF Speed - Max.....	30 KTS*
RRF Speed - Contract / Economical.....	27 / 22.5 KTS
Cargo Capacity.....	203,000 SQFT
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	458 MT per day
Fuel Consumption - Contract / Economical.....	383 / 230 MT per day
Fuel Consumption In Port.....	24 MT per day
Country Built.....	Netherlands / Germany
Ramp Capacity.....	(Port / Starboard Side Ramps) 90 LT

Maritime Administration: Ready Reserve Force

Fast Sealift Ship (FSS) - Ro-Ro

ROS-5

Ship	Location	Built	Converted
CAPELLA	Alameda, CA	1972	1984
DENEBOLA	Baltimore, MD	1973	1985



Vessel Type.....	RO-RO
Length Overall.....	946.1 FT
Beam.....	105.5 FT
Draft (Summer LL).....	36.8 FT
Displacement (Summer LL).....	55,560 LT
Lightship Displacement.....	30,154 LT
Total DWT (Summer LL).....	25,406 LT
Gross Tonnage.....	48,143
Net Tonnage.....	12,693
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	
	CAPELLA 20 / 22 / 32 / 74
	DENEBOLA 20 / 27 / 24 / 71
RRF Speed - Max.....	30 KTS*
RRF Speed - Contract / Economical.....	27 / 22.5 KTS
Cargo Capacity	206,963 SQFT
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	458 MT per day
Fuel Consumption - Contract / Economical.....	383 / 230 MT per day
Fuel Consumption In Port.....	24 MT per day
Country Built.....	Netherlands
Ramp Capacity.....	(Port/Starboard Side Ramps) 90 LT

Maritime Administration: Ready Reserve Force

OPDS Class - Tanker

ROS-5

Ship	Location	Built	Converted
PETERSBURG	Alameda, CA	1963	1993



Vessel Type.....	Offshore Petroleum Discharge System Tanker
Length Overall.....	736.3 FT
Beam.....	102.0 FT
Draft (Summer LL).....	39.3 FT
Displacement (Summer LL).....	62,000 LT
Lightship Displacement.....	12,087 LT
Total DWT (Summer LL).....	49,905 LT
Gross Tonnage.....	27,469
Net Tonnage.....	19,500
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	20 / 21 / 12 / 53
RRF Speed - Max.....	14 KTS
RRF Speed - Contract / Economical.....	13.5 / 13.5 KTS
POL Capacity.....	268,071 BBLS
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	64 MT per day
Fuel Consumption - Contract / Economical.....	58 / 58 MT per day
Fuel Consumption In Port.....	14 MT per day
Country Built.....	USA

Maritime Administration: Ready Reserve Force

T-ACS 1, 2, 3 - Crane Ship

ROS-5

Ship	Location	Built	Converted
KEYSTONE STATE	Alameda, CA	1966	1984
GEM STATE	Alameda, CA	1966	1985
GRAND CANYON STATE	Alameda, CA	1965	1985



Vessel Type.....	Crane Ship
Length Overall.....	668.6 FT
Beam.....	76.0 FT
Draft (Summer LL).....	33.3 FT
Displacement (Summer LL).....	31,500 LT
Lightship Displacement.....	15,325 LT
Total DWT (Summer LL).....	16,175 LT
Gross Tonnage.....	17,128
Net Tonnage.....	12,080
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	27 / 11 / 32 / 70
RRF Speed - Max.....	18 KTS*
RRF Speed - Contract / Economical.....	17 / 12.5 KTS
Crane SWL.....(In-stream) Single - 30LT / Twin - 60LT / Quad - 120LT	
Cargo Capacity.....	1,015,000 CU FT Bale
TEU (Below Deck) ..KEYSTONE 287 / GEM & GRAND CANYON...	280
TEU (Ammunition)	480
TEU (Other Cargo).....	584
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	96.4 MT per day
Fuel Consumption - Contract / Economical.....	56 / 32 MT per day
Fuel Consumption In Port.....	11 MT per day
Country Built.....	USA

Maritime Administration: Ready Reserve Force

T-ACS 4, 5, 6 - Crane Ship

ROS-5

Ship	Location	Built	Conv
GOPHER STATE	Newport News, VA	1973	1987
FLICKERTAIL STATE	Newport News, VA	1969	1987
CORNHUSKER STATE	Newport News, VA	1969	1988



Vessel Type.....	Crane Ship
Length Overall.....	610.0 FT
Beam.....	78.0 FT
Draft (Summer LL).....	31.6 FT
Displacement (Summer LL).....	26,670 LT
Lightship Displacement.....	13,710 LT
Total DWT (Summer LL).....	12,911 LT
Gross Tonnage.....	17,932
Net Tonnage.....	12,460
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	20 / 44 / 6 / 70
FLICKERTAIL STATE.....	17 / 52 / 0 / 69
CORNHUSKER STATE.....	17 / 42 / 10 / 69
RRF Speed - Max.....	18.5 KTS*
RRF Speed - Contract / Economical.....	17 / 15 KTS
Crane SWL.....	Single 36 LT / Twin 72 LT / Quad 144 LT
Cargo Capacity.....	945,200 CU FT
TEU (Above/Below Deck).....	194 / 501
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	93.5 MT per day
Fuel Consumption - Contract / Economical.....	69 / 50 MT per day
Fuel Consumption In Port.....	13 MT per day
Country Built.....	USA

Maritime Administration: Ready Reserve Force

T-AVB Class - Aviation Support

ROS-5

Ship	Location	Built	Converted
CURTISS	San Diego, CA	1969	1986
WRIGHT	Baltimore, MD	1970	1986



Vessel Type.....	Aviation Logistics Support
Length Overall.....	602.0 FT
Beam.....	90.0 FT
Draft (Summer LL).....	30.0 FT
Displacement (Summer LL).....	23,800 LT
Lightship Displacement.....	14,329 LT
Total DWT (Summer LL).....	15,694 LT
Gross Tonnage.....	23,255
Net Tonnage.....	14,436
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed..	20 / 21 / 325 / 366
RRF Speed - Max.....	20 KTS*
RRF Speed - Contract / Economical.....	18.7 / 15 KTS
Boom SWL.....	Jumbo 70 LT
Cargo Capacity.....	158,305 SQFT
TEU Capacity (IMA Mode).....	684
TEU Capacity (MF 52 Access).....	300
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	107 MT per day
Fuel Consumption - Contract / Economical.....	93 / 69 MT per day
Fuel Consumption In Port.....	17 MT per day
Country Built.....	USA

Maritime Administration: Ready Reserve Force

CAPE M Class - SEABEE

ROS-5

Ship	Location	Built
CAPE MAY	Norfolk, VA	1972
CAPE MOHICAN	Alameda, CA	1973



Vessel Type.....	SEABEE
Length Overall.....	873.8 FT
Beam.....	105.8 FT
Draft (Summer LL).....	39.1 FT
Displacement (Summer LL).....	57,290 LT
Lightship Displacement.....	18,880 LT
Total DWT (Summer LL).....	38,410 LT
Gross Tonnage.....	21,670
Net Tonnage.....	12,130
Engine Type.....	Steam Turbine
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	20 / 20 / 10 / 50
RRF Speed - Max.....	18.0 KTS
RRF Speed - Contract / Economical.....	16.8 / 14 KTS
Cargo Capacity.....	117,786 SQ FT
Barge Complement.....	24
Elevator Capacity.....	2,000 LT
Fuel Type.....	IFO-180
Fuel Consumption At Sea - Max.....	140 MT per day
Fuel Consumption - Contract / Economical.....	125 / 92 MT per day
Fuel Consumption In Port.....	23 MT per day
Country Built.....	USA

Maritime Administration: School Ship

KINGS POINTER - Training Ship

Location

U.S. Merchant Marine Academy
Kings Point, New York

Converted

2013



Vessel Type.....	Training Ship
Length Overall.....	175.0 FT
Beam.....	37.0 FT
Draft (Summer LL).....	12.8 FT
Displacement (Summer LL).....	1,157 LT
Lightship Displacement.....	667 LT
Total DWT (Summer LL).....	935 LT
Gross Tonnage.....	484
Net Tonnage.....	387
Engine Type.....	Diesel
Fuel Type	MDO
Maximum Range.....	6,000nm at 10 KTS
NDRF Maximum Speed.....	15 KTS
Crew Size/No. of Cadets/Maximum Onboard.....	11 / 39 / 50
Country Built.....	USA

Maritime Administration: School Ship

EMPIRE STATE - Training Ship

Location

New York Maritime Academy
Fort Schuyler, Bronx, New York

Converted

1989



Vessel Type.....Training Ship
Beam.....76.0 FT
Length Overall.....565.0 FT
Draft (Summer LL).....25.0 FT
Displacement (Summer LL).....17,160 LT
Lightship Displacement.....12,116 LT
Total DWT (Summer LL).....5,044 LT
Gross Tonnage.....14,557
Net Tonnage.....4,367
Engine Type.....Steam Turbine
Fuel TypeIFO-180
Maximum Range.....14,000nm at 14.5 KTS
NDRF Maximum Speed.....20 KTS
Crew Size/No. of Cadets/Maximum Onboard.....122 / 666 / 788
Country Built.....USA

Maritime Administration: School Ship

KENNEDY - Training Ship

Location

Massachusetts Maritime Academy
Buzzards Bay, Massachusetts

Converted

2009



Ship Type.....Training Ship
Length Overall.....540.0 FT
Beam.....76.2 FT
Draft (Summer LL).....31.0 LT
Displacement (Summer LL).....22,191 LT
Lightship Displacement.....7,294 LT
Total DWT (Summer LL).....14,897 LT
Gross Tonnage.....13,886
Net Tonnage.....4,165
Engine Type..... Steam Turbine
Fuel TypeIFO-180
Maximum Range.....13,600nm at 16 KTS
NDRF Maximum Speed.....20 KTS
Crew Size/No. of Cadets/Maximum Onboard.....110 / 600 / 710
Country Built.....USA

Maritime Administration: School Ship

STATE OF MAINE - Training Ship

Location

Maine Maritime Academy
Castine, Maine

Converted

1997



Ship Type.....Training Ship
Length Overall.....500.0 FT
Beam.....72.0 FT
Draft (Summer LL).....28.0 LT
Displacement (Summer LL).....22,792 LT
Lightship Displacement (Summer LL).....9,293 LT
Total DWT (Summer LL).....13,499 LT
Gross Tonnage.....12,542
Net Tonnage.....3,762
Engine Type.....Diesel
Fuel TypeMGO and IFO-180
Maximum Range.....40,000nm at 16 KTS
NDRF Maximum Speed.....16 KTS
Crew Size/No. of Cadets/Maximum Onboard.....54 / 244 / 298
Country Built.....USA

Maritime Administration: School Ship

GOLDEN BEAR - Training Ship

Location

California Maritime Academy
Vallejo, California

Converted

1996



Ship Type.....	Training Ship
Length Overall	499.8 FT
Beam.....	72.0 FT
Draft (Summer LL).....	30.1 FT
Displacement (Summer LL).....	16,293 LT
Lightship Displacement.....	9,809 LT
Total DWT (Summer LL).....	6,483 LT
Gross Tonnage.....	10,930
Net Tonnage.....	4,189
Engine Type.....	Medium Speed Diesel
Fuel Type	MGO
Maximum Range.....	42,000nm at 15 KTS
NDRF Maximum Speed.....	20 KTS
Crew Size/No. of Cadets/Maximum Onboard.....	49 / 331 / 380
Country Built.....	USA

Maritime Administration: School Ship

GENERAL RUDDER - Training Ship

Location

Texas Maritime Academy
Galveston, Texas

Converted

2012



Ship Type.....	Training Ship
Length Overall.....	224.0 FT
Beam.....	43.0 FT
Draft (Summer LL).....	15.1 FT
Displacement (Summer LL).....	2,285 LT
Lightship Displacement.....	1,465 LT
Total DWT (Summer LL).....	2,280 LT
Gross Tonnage.....	1,914
Net Tonnage.....	574
Engine Type.....	Diesel Electric
Fuel Type	MGO
Maximum Range.....	28,000nm at 10 KTS
NDRF Maximum Speed.....	12 KTS
Crew Size/No. of Cadets/Maximum Onboard.....	15 / 50 / 65
Country Built.....	USA

Maritime Administration: School Ship

STATE OF MICHIGAN - Training Ship

Location

Great Lakes Maritime Academy
Traverse City, Michigan

Converted

2002



Ship Type.....	Training Ship
Length Overall.....	224.0 FT
Beam.....	43.0 FT
Draft (Summer LL).....	20.0 FT
Displacement (Summer LL).....	2,298 LT
Lightship Displacement.....	1,414 LT
Total DWT (Summer LL).....	2,250 LT
Gross Tonnage.....	1,894
Net Tonnage.....	568
Engine Type.....	Diesel Electric
Fuel Type	MDO
Maximum Range.....	28,000nm at 10 KTS
NDRF Maximum Speed.....	12 KTS
Crew Size/No. of Cadets/Maximum Onboard.....	10 / 55 / 65
Country Built.....	USA

Missile Defense Agency Ship

PACIFIC TRACKER - Missile Instrumentation Ship

Missile Defense Agency (MDA)
Portland, Oregon



Ship Type.....	Missile Instrumentation Ship
Length Overall.....	665.7 FT
Beam.....	75.0 FT
Draft (Summer LL).....	27.8 FT
Displacement (Summer LL).....	23,762 LT
Lightship Displacement.....	18,810 LT
Total DWT (Summer LL).....	5,031 LT
Gross Tonnage.....	15,018
Net Tonnage.....	9,489
Engine Type.....	Steam Turbine
Fuel Type	MGO and IFO-180
NDRF Maximum Speed.....	20.4 KTS
Minimum Crew / Other Persons in Crew /	
Persons in Addition to Crew / Total Persons Allowed.....	20 / 15 / 30 / 65
Country Built.....	USA

Missile Defense Agency Ship

PACIFIC COLLECTOR - Missile Instrumentation Ship

Missile Defense Agency (MDA)
Portland, Oregon



Ship Type.....	Missile Instrumentation Ship
Length Overall.....	393.6 FT
Beam.....	54.0 FT
Draft (Summer LL).....	18.3 FT
Displacement (Summer LL).....	5,207 LT
Lightship Displacement.....	3,995 LT
Total DWT (Summer LL).....	1,212 LT
Gross Tonnage.....	5,151
Net Tonnage.....	2,243
Engine Type.....	Diesel
Minimum Crew / Other Persons in Crew / Mission Support Crew / Total Persons Allowed.....	14 / 16 / 30 / 60
RRF Max Speed.....	13 KTS
Country Built.....	Scotland

Appendix A: Retention Ships

<u>Ship Name</u>	<u>Built</u>	<u>Type</u>	<u>Location</u>
CAPE ANN	1962	Break Bulk-SEF	JRRF
CAPE AVINOF	1963	Break Bulk-SEF	JRRF
CAPE BOVER	1966	Break Bulk	SBRF
CAPE CHALMERS	1963	Break Bulk	Charleston
CAPE FAREWELL	1973	Barge Ship	BRF
CAPE FEAR	1971	Barge Ship	SBRF
CAPE FLATTERY	1971	Barge Ship	BRF
CAPE FLORIDA	1971	Barge Ship	BRF
CAPE GIBSON	1968	BB / MCDS	BRF
CAPE GIRARDEAU	1968	BB / MCDS	SBRF
CAPE JACOB	1961	BB / MCDS	SBRF
CAPE JUBY	1962	BB / MCDS	JRRF
CAPE MENDOCINO	1972	Barge Ship	BRF
CAPE NOME	1969	Break Bulk	JRRF
CHESAPEAKE	1964	Tanker	BRF
DEL MONTE	1968	Break Bulk	Little Creek
DIAMOND STATE	1960	Crane Ship	BRF
EQUALITY STATE	1962	Crane Ship	BRF
FB-62	1944	Berthing Barge	SBRF
FREEDOM STAR	1981	Training Ship	JRRF
GREEN MOUNTAIN STATE	1965	Crane Ship	SBRF
HARKNESS	1967	Logistics Support	JRRF
PAUL BUCK	1985	Tanker	BRF
RICHARD G. MATTHIESEN	1985	Tanker	BRF
SAMUEL L. COBB	1985	Tanker	BRF
SAVANNAH	1962	Break Bulk	Baltimore
TRIUMPH	1984	Research	SBRF

Appendix B: Ship Managers

<u>Ship Name</u>	<u>Ship Manager</u>
ADM W.M. CALLAGHAN	Patriot Contract Services, LLC
CAPE DECISION	Marine Transport Lines, Inc.
CAPE DIAMOND	Marine Transport Lines, Inc.
CAPE DOMINGO	Marine Transport Lines, Inc.
CAPE DOUGLAS	Marine Transport Lines, Inc.
CAPE DUCATO	Marine Transport Lines, Inc.
CAPE EDMONT	Marine Transport Lines, Inc.
CAPE HENRY	Patriot Contract Services LLC
CAPE HORN	Tote Services Corp.
CAPE HUDSON	Tote Services Corp.
CAPE INSCRIPTION	Crowley Technical Management, Inc.
CAPE INTREPID	Crowley Technical Management, Inc.
CAPE ISABEL	Crowley Technical Management, Inc.
CAPE ISLAND	Crowley Technical Management, Inc.
CAPE KENNEDY	Keystone Shipping Services, Inc.
CAPE KNOX	Keystone Shipping Services, Inc.
CAPE ORLANDO	Patriot Contract Services LLC
CAPE RACE	Keystone Shipping Services, Inc.
CAPE RAY	Keystone Shipping Services, Inc.
CAPE RISE	Keystone Shipping Services, Inc.
CAPE TAYLOR	Crowley Technical Management, Inc.
CAPE TEXAS	Crowley Technical Management, Inc.
CAPE TRINITY	Crowley Technical Management, Inc.
CAPE VICTORY	Keystone Shipping Services, Inc.
CAPE VINCENT	Keystone Shipping Services, Inc.
CAPE WASHINGTON	Crowley Technical Management, Inc.
CAPE WRATH	Crowley Technical Management, Inc.

Appendix B: Ship Managers

<u>Ship Name</u>	<u>Ship Manager</u>
ALTAIR	Tote Services Corp.
ANTARES	Keystone Shipping Services, Inc.
POLLUX	Keystone Shipping Services, Inc.
ALGOL	Ocean Duchess, Inc.
BELLATRIX	Tote Services Corp.
CAPELLA	Ocean Duchess, Inc.
DENEbola	Keystone Shipping Services, Inc.
REGULUS	Keystone Shipping Services, Inc.
PETERSBURG	Tote Services Corp.
GEM STATE	Pacific Gulf Marine, Inc.
GRAND CANYON STATE	Pacific Gulf Marine, Inc.
KEYSTONE STATE	Pacific Gulf Marine, Inc.
CORNHUSKER STATE	Tote Services Corp.
FLICKERTAIL STATE	Tote Services Corp.
GOPHER STATE	Tote Services Corp.
CURTISS	Crowley Technical Management, Inc.
WRIGHT	Crowley Technical Management, Inc.
CAPE MAY	Ocean Duchess, Inc.
CAPE MOHICAN	Ocean Duchess, Inc.
PACIFIC TRACKER	Tote Services Corp.
PACIFIC COLLECTOR	Tote Services Corp.

Appendix C: Maximum Wind Conditions

<u>Layberth Location</u>	<u>Maximum Wind Speed (30 second duration)</u>
Alameda, CA	85 MPH
Baltimore, MD	92 MPH
Beaumont, TX	94 MPH
Charleston, SC	123 MPH
Houston, TX	92 MPH
Long Beach, CA	95 MPH
Marrero, LA	110 MPH
New Orleans, LA	110 MPH
Newport News, VA	100 MPH
Norfolk, VA	100 MPH
Philadelphia, PA	85 MPH
Portsmouth, VA	100 MPH
San Diego, CA	85 MPH
San Francisco, CA	85 MPH
Tacoma, WA	85 MPH



**"YOU BET I'M GOING
BACK TO SEA!"**

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