



Contested Logistics

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Carthage Vs Rome



Battle of Cape Ecnomus (1st Punic War)



Barbary Pirates



- The Barbary states (Algiers, Tunis, Tripoli and Morocco) had agreements with European nations through treaties that involved annual payment of tribute to prevent attacks on merchant vessels by state-sponsored pirates.
- Following the signing of the Treaty of Paris in 1783, US merchants no longer fell under the protection offered by the British flag. Initially the US also paid tribute but increasing ransom amounts and demands caused the US to switch tactics in the early 1800s.
- The need to protect merchant vessels resulted in the reestablishment of the US Navy and the first instance of US protection of overseas SLOCs.
- The deployment of a Squadron to the Mediterranean along with an overland raid threatening to depose the leader of Tripoli allowed the US to eventually sue for peace and no longer pay tribute to Tripoli.



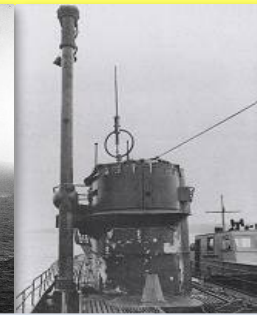
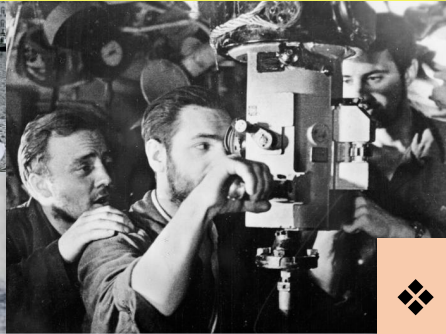


World War II

- 733 US Merchant ships sunk
 - "The German Happy Time" (Jun 1940 – Feb 1941) U-Boats sank an average of 8 ships a month
 - Germany intercepted cables between American shipping insurance firms and European underwriters to learn about ship cargoes, sailing dates and destinations.
- SS CITY OF RAYVILLE
 - First American vessel sunk in the war.
 - Hit a German mine near Cape Otway off the southern coast of Australia.
- SS CYNTHIA OLSON
 - First American vessel sunk in Pacific.
 - Attacked by Japanese submarine I-26 on December 7th 1941 while transiting from Seattle to Hawaii.
 - The vessel was on charter providing resources to US bases in the Pacific.
- Convoys
 - Allied response to German U-Boats in the Battle of the Atlantic, resulted in reduction of casualties.
 - Typical convoy size 45-60 ships steaming in 9-12 columns. 600 yards between ships and 1000 yards between columns.



Before and After WWII



BEFORE

- No convoys
- No coastal defenses
- Lighted coastal cities
- No EMCON
- No tactical sailing
- Underestimated threat of German U-Boat

❖ Recognized Enemy Threat/Tactics

❖ Identify and Mitigate Risks

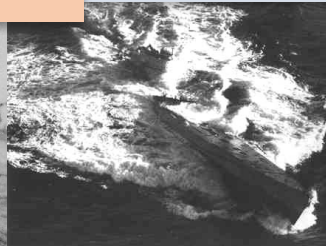
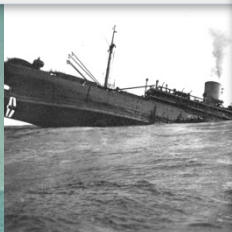
❖ Adjust Operating Procedures

❖ Passive Defense to Active Defense

❖ Warfighting Mindset

AFTER

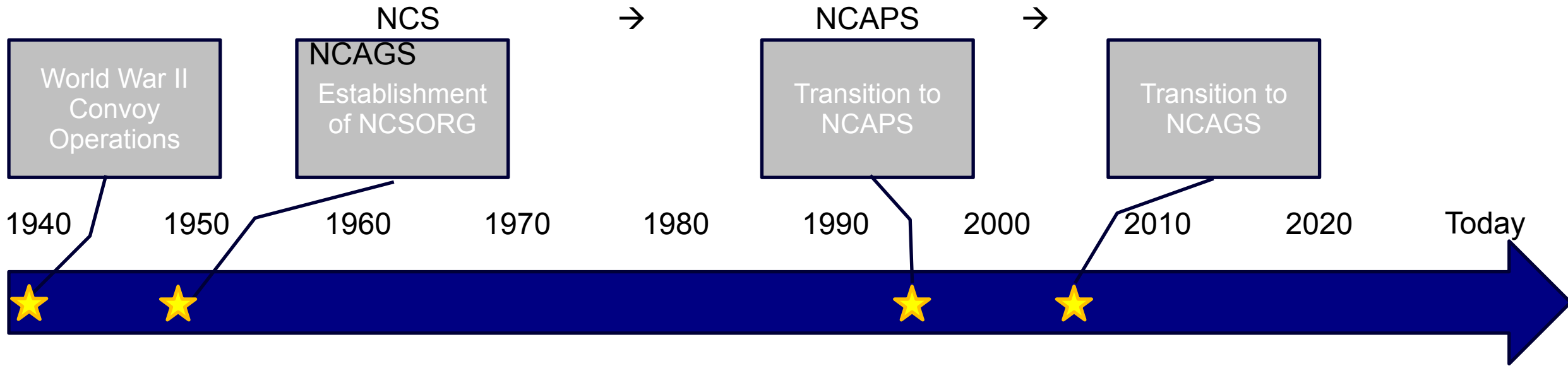
- Convoys
- Coastal defense system
- Anti-submarine warfare
- Anti-aircraft weapons
- EMCON procedures (to include visible signature)
- Tactical sailing
- Counter-targeting
- Understand the enemy's pattern of life
- Survival skills





CUI

History of NCAGS



After the Convoy system of World War II had proven so successful, the Naval Control of Shipping Organization (NCSORG) was established. This remained a key component of the US Navy Reserve until the late 1990s when the end of the Cold War precipitated a change to Naval Coordination and Protection of Shipping (NCAPS). The word “control” was dropped since it was believed we would never again need to take control of shipping. Following the first Gulf War and the experiences of OEF/OIF there was a belief that merchant shipping and freedom of navigation would always be safe. Within less than a decade the word “protection” was also removed, and the coordination was changed to cooperation with the creation of Naval Cooperation and Guidance for Shipping.

CUI



Cold War & Globalization



- Maritime trade routes were open and largely unhindered.
- US Navy shifted focus from maintaining SLOCs to power projection and military diplomacy.
- Trade liberalization policies adopted by many western countries led to rising global trade.
- Freedom of the seas is assumed.
- Bi-polar geopolitical world with the US and USSR. Interactions between the two Navies is governed by Incidents at Sea (INCSEA).





Tanker Wars

- The Tanker Wars occurred between 1981 and 1987 and were a portion of the larger Iran-Iraq war.
 - 451 attacks on vessels between 1984 -1987.
- Convoys
 - 3-4 US warships with air support would escort groups of the reflagged tankers through the Gulf and SOH.

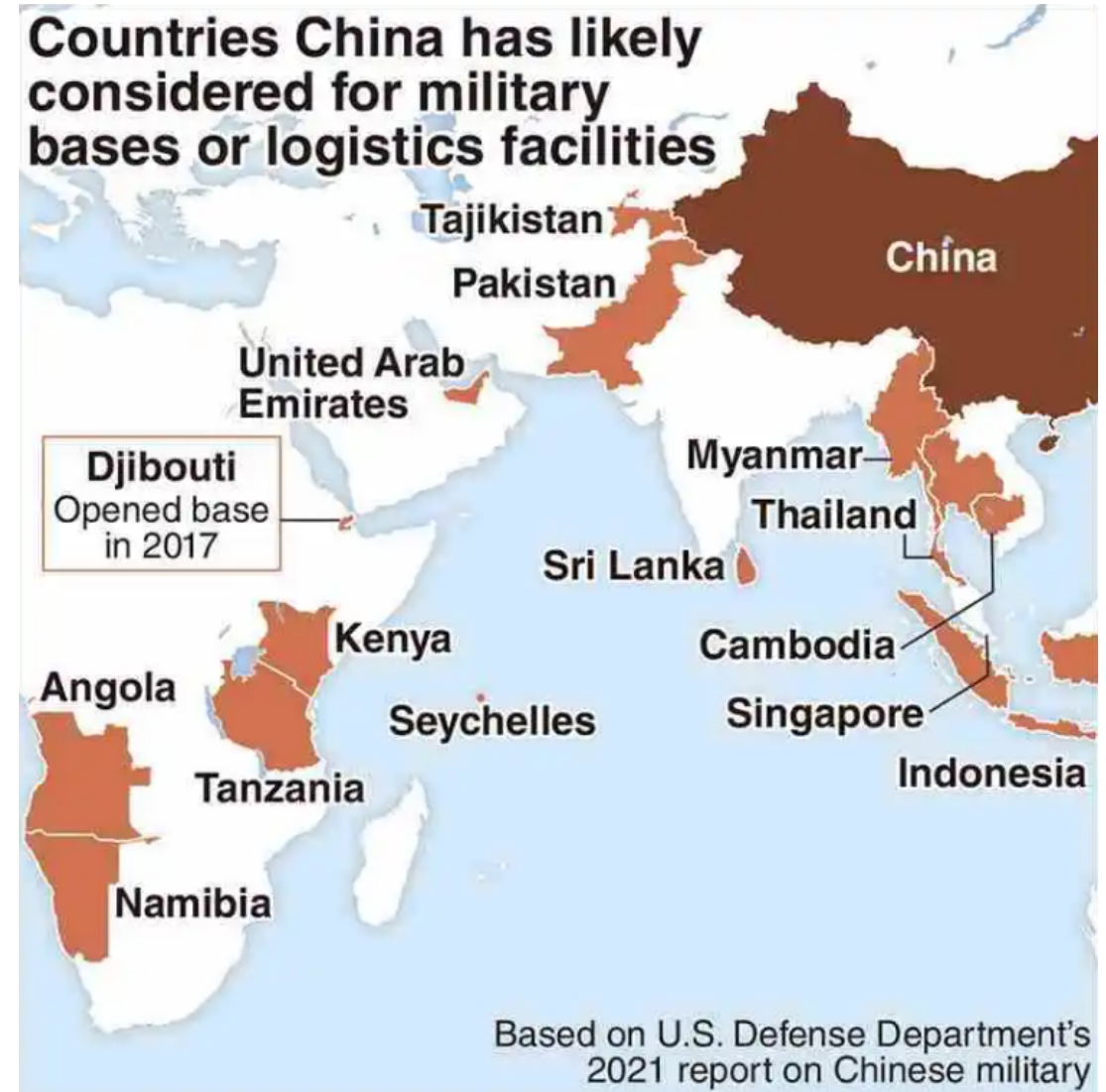


A US navy helicopter minesweeping ahead of a Kuwaiti tanker convoy, Strait of Hormuz, 22 October 1987
© Norbert Schiller/AFP/Getty Images



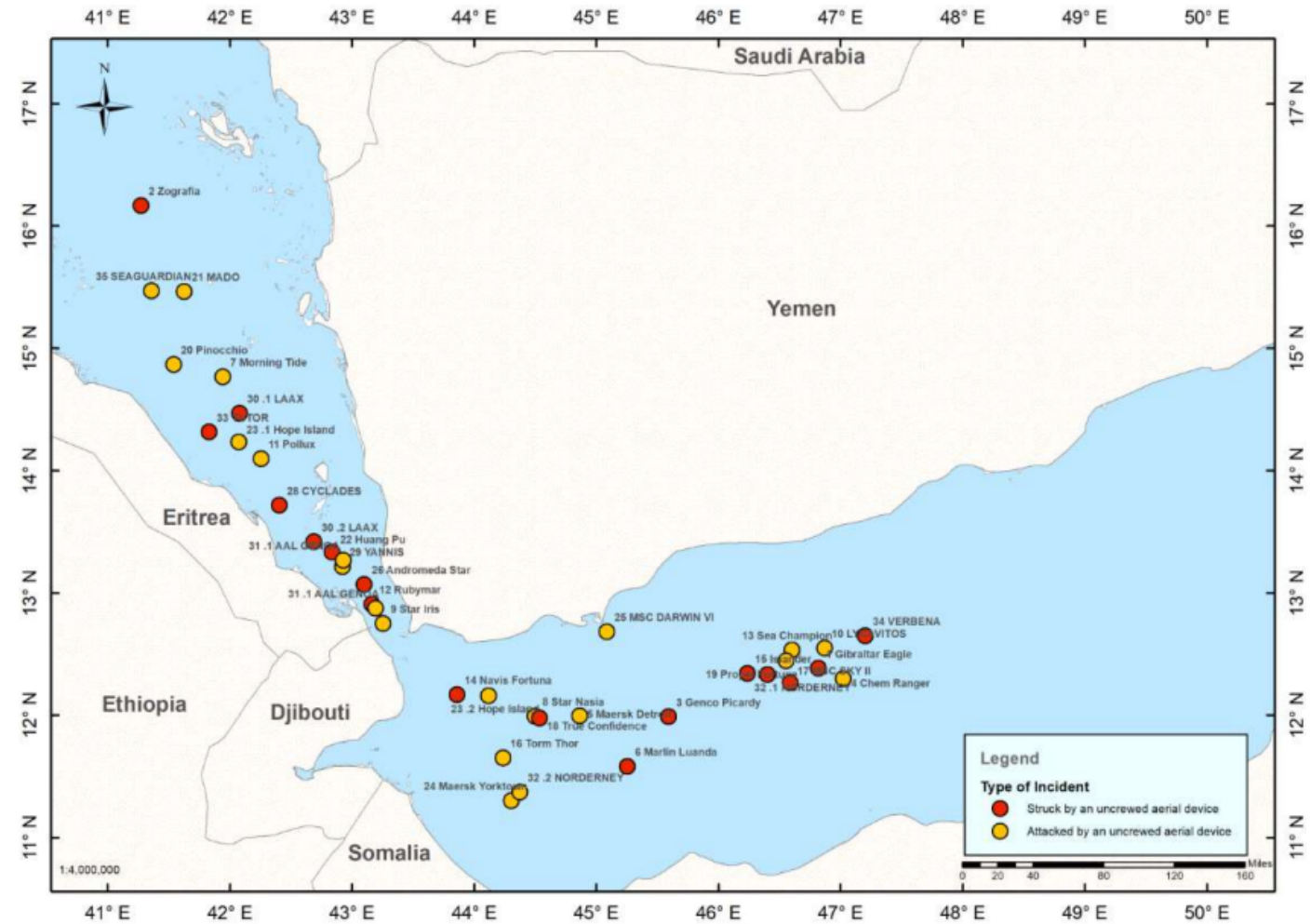
Rise of Great Power Competition

- China
 - China claims ~90% of the South China Sea raising tensions with other Southeast Asia nations whose EEZs are claimed by China.
 - Countries with maritime disputes with China: Brunei, Indonesia, Japan, Indonesia, Malaysia, Philippines, Singapore, Taiwan and Vietnam.
 - The Chinese Navy is expected to grow to 395 combatant vessels by 2025 vs 381 for the US Navy.
- Russia
 - The Russian Navy has shrunk in size since the end of the Cold War and sanctions have impacted Russia's ability to produce a large fleet.
 - Focused on developing high end frigates and submarines.
 - Deployment and port call in Cuba in 2024.



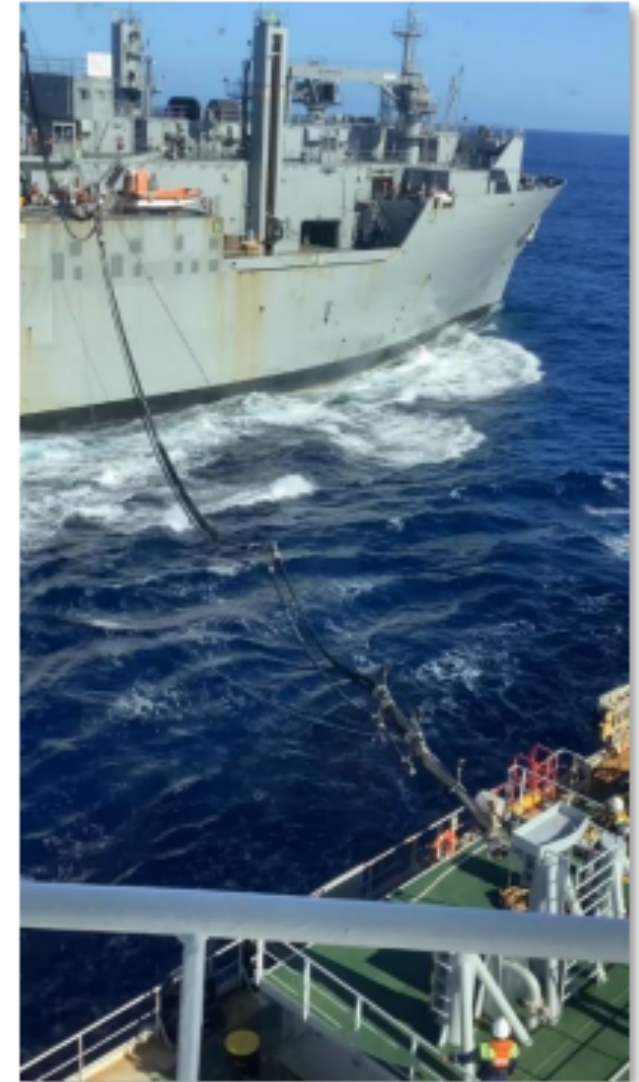
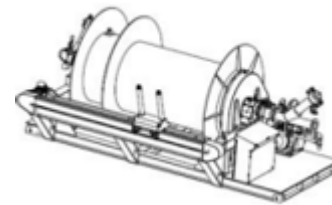
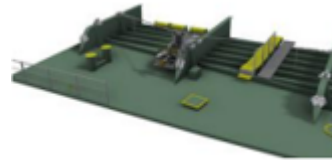
Houthis

- 111 attempted attacks by the Houthis on commercial shipping using missiles, Unmanned Surface Vessels and Unmanned Aerial Vehicles.
- Result
 - Bab el-Mandeb and Suez have seen an ~50% decrease in shipping in year over year comparison.
- Impacts
 - Cost of shipping a 40ft container is almost \$6,000. The cost reached a high of ~\$10K during COVID but the average between 2011 – 2020 was ~\$1K.



Initiatives

- Modular CONSOL Adapter Kit (MCAK)
 - Lack of CONSOL capable US-Flag tankers to refuel CLF vessels necessitates novel TTPs
 - Spearheaded by Taluga Group, MCAK developed as a bolt-on RAS station allowing employment of virtually any MR Tanker with adequate deck space. Install timeline is ~5 days
- Kongsberg Astern Hose Reel Refueling At-Sea
 - Taluga was awarded \$1.3M to conduct testing
 - Unique hose reel that has the capability to provide DFM/JP5 to combatants and NATO partners
 - 14-18 months to manufacture
- CONSOL to LHA/D
 - Pending funding and PLANORD for CVN alignment drawings and LHA/D at-sea demonstration (in work with COMPACFLT N4)





Questions?