



## U.S. Department of Transportation Maritime Administration South Atlantic Region

# S.S. WRIGHT

### Ship Characteristics

**Overall Length:** 601.5 feet  
**Beam:** 90 feet  
**Draft (max @ summer LL):** 33.8 feet  
**Speed (max):** 23 knots  
**Horsepower (max RRF operational):** 21,870 HP  
**Speed (RRF operational):** 18.7 knots  
**Horsepower (RRF normal ops):** 18,424 HP  
**Propulsion:** Steam Turbine  
**Displacement:** 27,980 long tons  
**U.S. Merchant Marine FOS Crew:** 41  
**Military Berthing:** 325  
**Operated for MARAD by:** Crowley Liner Services  
**Built by:** Ingalls Shipyard (Hull #1160),  
Pascagoula, MS in 1970  
**Former Name:** Young America  
**Acquired by MARAD:** April 14, 1982  
**Entered the RRF:** October 1, 1997  
**Readiness Status:** ROS-5  
**Classification Society:** American Bureau of Shipping  
(#7002918)



## Vessel History and Capability

### HISTORY

Originally constructed as a Seabridge class (C5-S-78a) ship, as the *Young America*, the vessel provided a combination of RO/RO and container capability. Modifications completed in 1985 added a new cabin deck with accommodations for 300 embarked marines, a helicopter platform, inflatable life rafts, a 15,000 KW Diesel generator, an enhanced power distribution system, and converted to use diesel fuel, the vessel became capable to support an aviation Intermediate Maintenance Activity (IMA). Renamed the *Wright* (military designator: T-AVB 3), the ship is one of two aviation logistic support vessels maintained by the Maritime Administration (the Curtiss, T-AVB 4, is her West Coast sister ship).

The *Wright's* primary mission is to provide dedicated sealift for the movement of an aviation IMA to support the rapid deployment of United States Marine Corps

fixed and rotary wing aircraft units in support of Aviation Combat Elements of a Marine Air-Ground Task Force (MAGTF). Its secondary mission is to provide resupply in a conventional container or RO/RO configuration.

### CAPABILITY

The ship's most notable features are the Mobile Facilities (MFs) which are pre-packaged ashore in 8 X 8 X 20 foot containers with skids. The MFs contain operational work centers and ready access supply stores and are installed on the Main and Second decks in tiers of one or two. Access ladders and scaffolding provide access to the second deck. The IMA can work within the MFs during transit, and the ship can either supply power at the forward area or move the containers ashore. Weapon repairable assemblies are received aboard via helicopter, repaired, and returned while the T-AVB is offshore within help operating range.

## Cargo Handling Specifics

<b>Containers (FEU):</b>	336	(FEU = Forty Foot Equivalent Units (40'X8'X8.6'))
<b>Containers (TEU), IMA Mode:</b>	300	(Mobile Facilities)
<b>Containers (TEU), Resupply Mode:</b>	666	(TEU = Twenty Foot Equivalent Units)
<b>Dry Cargo Bale Capacity:</b>	1,147,040	cubic feet
<b>2nd Deck Cargo RO/RO:</b>	33,000	square feet (Restricted to 7'0" Overhead at Hold #7)
<b>Cargo Booms:</b>	30	ton (Two cargo booms serve Holds 2 through 6)
<b>Forklift Trucks:</b>	6,000	lbs (Three forklifts aboard)
<b>Heavy Lift Stulcken Boom:</b>	70	tons (Flight deck in the way of Cargo Holds 1 and 2 (Between Frames 35-61))
<b>RO/RO Ramp:</b>	125,000	lbs (Restricted to 15' horizontal clearance, 14' 5-1/2" vertical clearance)
<b>Side Port Ramp:</b>		Portable Ramp at Frame 155 on Port and Starboard side,



## Operational History

### OPERATIONAL HISTORY

The *Wright* has been dedicated to supporting the U.S. Marine Corps forces on the East Coast. Her first layberth was in Philadelphia, PA where she provided monthly training opportunities for reserve units. She supported these reservists during a 1987 exercise off Puerto Rico. She transferred to the Philadelphia Navy Yard in 1989 and continued providing military training opportunities. The *Wright* was activated for DESERT SHIELD/DESERT STORM in October 1990 returning to her layberth in April 1991. Her next deployment came in April 1993 when she was activated for a USMC mid-load exercise at Morehead City, NC. This was followed by AGILE PROVIDER in April 1994, a sealift deployment readiness exercise held off Jacksonville FL and Morehead City NC.

Over 3,000 marines boarded the *Wright* in Charleston, SC, to activate the IMA during HORNETS NEST 96. This exercise was so successful that she was transferred to the RRF on October 1997. In 1998 and 2000, the *Wright* supported Operation CAROLINA DRAGON and CAROLINA PATRIOT, respectively loading IMA cargo and equipment at Sunny Point, NC.

She was last activated in September 2005 in support of Hurricane Katrina Relief and supported Port of New Orleans rebuilding for 95 days. The *Wright* provided lodging and meals to port officials and Longshoreman in addition to supporting the immediate needs of portable power and fuel.

## About the Maritime Administration

The overall mission of the Maritime Administration (MARAD) is to promote the development and maintenance of an adequate, well-balanced, United States merchant marine:

- *sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and*
- *capable of serving as a naval and military auxiliary in time of war or national emergency.*

MARAD also seeks to ensure that the United States enjoys adequate shipbuilding and repair service, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity in time of national emergency.

### DELIVERED: RELIABLE SERVICE



SINCE 1976

### Ready Reserve Force (RRF)

The red, white and blue stripes on the gray stack identify a ship as part of the Maritime Administration's (MARAD) Ready Reserve Force (RRF).

MARAD, part of the Department of Transportation, owns the ships. With the help of private sector ship managers, MARAD maintains the ships for rapid activation and service in supporting the Department of Defense. When activated, the ships are under the operational control of the Navy's Military Sealift Command. MARAD remains responsible for their maintenance and ability to fulfill their missions.

Many RRF ships are maintained by 9 or 10 persons at all times. Crewmembers are civilian merchant mariners. When the ships are activated, other merchant mariners who regularly sail aboard U.S.-flag merchant ships, complete the crewing.

For more information about the Maritime Administration and the Ready Reserve Force, visit us on the web at <http://www.marad.dot.gov>, contact us by phone (1-800-99MARAD) or E-mail ([pao.marad@dot.gov](mailto:pao.marad@dot.gov)).