

Draft wording for additional Navy SMRs for OCEAN Class AGOR:

Autonomous Underwater Vehicle (AUV) Capability:

The OCEAN Class AGOR should include the capability to stage, launch, recover, service, and store multiple large AUVs, including powered vehicles up to 30 feet in length and unpowered gliders up to 30 feet or more in wing span.. Some AUV systems may be transported and stored in vans. The launch and recovery system should incorporate features to increase sea state performance and to improve personnel safety by reducing the need for direct human intervention. To this end, innovative technologies such as subsurface vehicle docking stations and motion-compensated lifting devices should be considered. The vehicle staging, servicing, and storage area should be protected from the weather and may be combined with the modular van stowage area. The AUV capabilities should not adversely impact the other general-purpose scientific capabilities of the ship.

Aviation Capabilities:

Helicopters - The OCEAN Class AGOR should include commercial aviation facilities for helicopters. The ability to land a commercial helicopter is desirable, but should not be a driver of ship size. Hover capability should be provided for emergency medical evacuation and loading/offloading of equipment and supplies.

Unmanned Aerial Vehicles (UAVs) - The OCEAN Class AGOR should include the capability to stage, launch, recover, service, and store UAVs. The UAV launch/recovery area may be combined with the helicopter landing/hover area through the use of readily-removable UAV capture/recovery devices.

Modular Van Stowage:

The OCEAN Class AGOR should include the capability to accommodate portable laboratory vans in numbers greater than currently carried on Global and Ocean class AGORs. The van stowage area should be fully-enclosed, protected from the weather, and accessible from the interior of the ship. Onboard cranes, trolleys, and conveyor systems should be provided to enable rapid and safe loading and unloading of vans in remote port locations with normal ship manning levels and without shoreside support. Van stowage locations should be provided with tiedowns and service connections to support the variety of expected van types. Consideration should be given to enabling the van stowage area to serve as laboratory or hangar space when vans are not aboard.

Ship Speed:

A maximum speed of up to 20 to 24 knots in calm water should be considered but should not have significant adverse impacts on construction cost or competitive day rate.