



Mobile Landing Platform (MLP) Program

GE selected as the supplier of Integrated Power Systems (IPS) for the MLP Program.

MLP – A floating pier at sea

The Montford Point Class Mobile Landing Platform is a new class of auxiliary support vessels for the U.S. Navy's Maritime Prepositioning Force of the Future program. The vessels are designed to serve as transfer stations to improve the U.S. military's ability to deliver equipment and cargo from ship to shore when no land-based alternatives exist.

The MLP class consists of three (with a proposed fourth) units designed around the "seabasing" concept where a chain of supply transfer ships support special vessels and

floating platforms at sea. The concept allows for the transfer of cargo between ships or the transport of cargo to shore. Typically, this process would be performed in ports where capacity is higher than onboard a ship but the ports are not always in the desired area or even available due to hostile conditions or natural disasters. Moving these functions offshore eliminates the need for these ports and a mobile platform enables great flexibility in the transfer and transport of vital cargo.



imagination at work

The primary goal of the MLP program is to provide its intended capabilities at low life cycle cost. To meet that goal, MLP is based on the existing commercial Alaska-class crude oil carrier design to ensure design stability and reduce development costs and built to commercial specifications and standards and certified/classed by the American Bureau of Shipping (ABS), the United States Coast Guard and other regulatory bodies. The MLP is 784 ft long with a beam of 164 ft and can achieve a top speed of over 15 knots with a maximum range of 9,500 nautical miles.

MLP 1 successfully completed sea trials in March 2013. The ship is expected to be delivered to the Navy in year 2013 and operational in year 2015.

Complete offering from design to commissioning

GE's Power Conversion business has been chosen for its ability to provide a highly capable and flexible IPS including the tandem propulsion motor powered by variable frequency drives, as well as harmonic filters, generators, high voltage switchboards, transformers, automation, azimuthing thruster with dynamic positioning capability, and thruster drive and motor. Power Conversion was selected as the shipbuilder's and owner's single point of contact for through-life

support of the IPS because of the capable and comprehensive offering from design to commissioning and training.

Multiple GE locations in the United States, United Kingdom and France have collaborated on the design, manufacture, testing and delivery of the IPS for the MLP.

Scope of work: integrated propulsion system

- 4 x 7650kVA main generators
- 2 x 6.6kV main switchboards, 2 x 6.6kV auxiliary switchboards
- 4 x 6400kVA main propulsion transformers
- 2 x 10MW synchronous main propulsion motors powered by SD7000 drives
- 2 x 5000kVA + 4 x 4000kVA distribution transformers
- 2 off HV harmonic filters
- 1 x bow thruster, motor, drive and transformer
- Automation systems for propulsion control, power management and vessel auxiliary system management

MLP key facts

Operator:	MSC for the U.S. Navy
Shipyard:	General Dynamics/NASSCO
Length:	784 feet
Stowage space:	25,000 square feet
Fuel storage:	380,000 gallons

Contact information

Brazil	+55 31 3330 5800
France	+33 (0)3 84 98 10 00
Norway	+47 67 838250
Singapore	+65 6332 0940
South Korea	+82 51 465 9050
United Kingdom	+44 (0)1788 563563
United States	+1 713 895 0068



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www.gepowerconversion.com