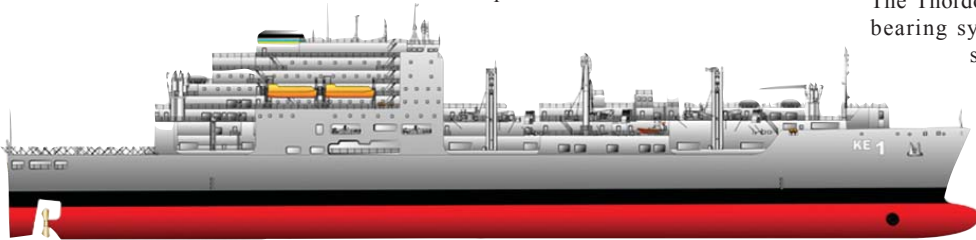


# THORDON HAS WHAT IT TAKES FOR NEW MSC T-AKE VESSELS

During war and in peacetime, the supply chain is one of the most critical elements of a military operation. Consider the number of U.S. forces currently deployed overseas. If needed supplies are not furnished consistently, lives are put at risk. That's why U.S. Navy Military Sealift Command (MSC) took no chances in the design of their new T-AKE vessels. In fact, the proven reliability of Thordon COMPAC bearings was written directly into the specifications.

"These are single shaft ships," says Dave Marshall, Thordon's Area Sales



Military Sealift Command New Class of T-AKE Vessels (Photo Courtesy of NASSCO)

Manager for the southern United States, "so a reliable propulsion system is of paramount importance."

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T-AKE ships are a new class of underway replenishment ships for the MSC, designed for extended periods at sea. At 210 m (690 ft.) length x 32 m (105 ft.) beam and draft of 9 m (30 ft.), each will have a single 744 mm (29 in.) diameter shaft with one fixed pitch propeller. "That's why the propulsion components used must be first rate."

## Supply chain reliability is key

The mission of MSC is to provide ocean transportation to sustain U.S. forces

worldwide. During both Gulf wars, for instance, 95% of all needed equipment, fuel, food, supplies and ammunition were carried by sea. MSC currently operates about 120 ships worldwide with another 100 in reserve status. The T-AKE program consists of building 11 new state-of-the-art vessels with a total budget of approximately \$4 billion.

The first ship in the T-AKE series is currently under construction by General Dynamics' National Steel and Shipbuilding Company (NASSCO), a company that has been designing and building naval ships and other commercial vessels since 1960. Located in San Diego, California, NASSCO is the only major ship construction yard on the U.S. West Coast.

The propulsion system is supplied by Wartsila Lips Inc. of North America. "We have worked with the Thordon people on a number of major projects, all very successful," says Joe Amyot, Manager of Wartsila Lips. "Thordon main shaft bearings have significant operating experience in many other naval vessels. I suspect that was one of the reasons why Thordon was specified."

## Proven in applications around the globe

The Thordon COMPAC propeller shaft bearing system - with its innovative single key bearing design - is water lubricated and utilizes Thordon as the bearing wear surface. The lower half of the bearing is smooth while the upper half has water grooves for lubrication and cooling. This proven design has been used in many naval and commercial applications around the globe.

Thordon and Wartsila Lips have worked together on several major projects recently. These have included vessels for BP and the Staten Island Ferry system. "Thordon consistently demonstrates a commitment to the high quality levels required for us to achieve success on these projects," says Amyot.

The first T-AKE vessel, *USNS Lewis and Clark*, is due to be delivered in October 2005. Soon to follow is *USNS Sacajawea*, also under construction by NASSCO. Along with the other nine planned in the series, these ships will operate around the globe delivering what U.S. forces need to complete missions successfully. 