3. MOB OPERATIONAL REQUIREMENTS

3.1 Deployment Locations

The Navy has specified the following sites as likely sites for the deployment of the MOB:

1. North Atlantic (latitude 60° N, longitude 20° W)
2. Northwest Pacific (latitude 26° N, longitude 131° E)
3. Arabian Sea (latitude 22° N, longitude 65° E)
4. Sea of Japan (latitude 38° N, longitude 131° E)

A map showing these locations is given in Figure 3.1-1.

These sites were chosen partly on account of the locations of possible future military operations, and partly to specify sites that are representative of harsh environments that experience either continuing severe weather, or typhoon/hurricane activity.

The purpose of specifying these locations is to give extra emphasis, in locating environmental data, to these regions.

At this stage, not only are the deployment locations not known, but the lengths of time that the MOB might remain on various sites are not known. It is even possible, of course, that the MOB never leaves the presumably fairly calm location where it is laid up when not in service. At the time when the MOB concept is being designed or checked, in order to make a statistically rational decision it will be necessary to assign service periods to each location selected.

3.2 Transit

Just as the deployment sites are not known, the precise routes from one deployment site to another are not known. Decisions will have to be made at the time of the MOB design of potential routes. This document provides the statistical properties of the environment over all the major oceans of the world. From these data, appropriate regions can be selected for the transit routes.

3.3 Assumed Service Conditions

The following proportions of the full service life of the MOB were estimated by the Navy. In this table, the word *operating* is meant to imply being at the deployment site or at a home base for training etc. These numbers are only meant to be a general guide, and they should be estimated at the time of designing or checking a MOB concept, from information derived from those specific analyses. For instance, some MOB concepts, due to their robust configuration in the connected condition, may require disconnecting at rather lower seas than others, so that the fourth condition may be reduced and the third increased. Again, this data was not used directly in this study, but will be needed at when the design is being performed.

1. Laid Up	25% of time
2. Transit	5% of time
3. Operating, Unconnected	35% of time
4. Operating, Connected	35% of time

3.4 Design Life

The planned service life of a MOB was specified by the Navy as 40 years. Once again, since only the statistics of the environmental data are given in this report, this information is not used directly in this study.

Figure 3.1-1 Representative Operating Locations