



L A R C 15

U. S. A R M Y
T R A N S P O R T A T I O N R E S E A R C H C O M M A N D

6. Unlike its predecessors, the LARC-15 is equipped with an unloading ramp at the bow to expeditiously handle roll-on/roll-off equipment comparable to the payload capacity and dimensional characteristics of the ramp. The LARC-15 is basically a watercraft incorporating a marine hull with land capabilities and increased marine capabilities such as greater speed and ability to negotiate heavy surf.

7. The LARC-15 embodying all the technical advances of previously developed amphibians, joins the family of three new amphibious lighters available for USA Transportation Corps over-the-beach logistical support operations. The largest is the Barc (Barge Amphibious, Resupply Cargo) which carries a 60-ton payload, the smallest is the LARC-5 capable of carrying a 5-ton payload.

8. Together, the Transportation Corps 3-member amphibious family will enable the Army to perform its over-the-beach resupply mission more efficiently and effectively.

CHARACTERISTICS

Length Overall	45' - 0"
Width Overall	12' - 6"
Height top of Cab	13' - 8"
Cargo Compartment	
Length unobstructed	24' - 0"
Width unobstructed	10' - 0"
Depth	3' - 2 3/4"
Angle of Approach	30 1/2 °
Angle of Departure	22 1/2 °
Lighter can negotiate with full load	50% Slope
Net Weight (Dry)	33,000 lbs.
Payload	30,000 lbs.
Speed	
Land	20 MPH
Water	9.7 MPH
Turning Radius	
4 Wheel Steering	49' - 10 3/4"
Material and Construction	Welded Aluminum
Suspension	Rigid - Lighter utilizes springing of the large low-pressure tires
Tire Size	24 x 29 - 16 Ply Rating
No. of Engines	Two (2)
Type	Ford Industrial
Displacement	534 Cu. In.
Horsepower	270 HP Each

U.S. ARMY LARC -15

1. An extensive study with the problem of delivering general cargo from ship to shore and across beaches utilizing amphibious equipment was conducted by the Transportation Corps shortly after cessation of hostilities of World War II. Reports covering cargo discharge operating from ships to inland transfer points in both European and Pacific Theaters of operations indicated improvements were desirable in the amphibians to transfer cargo more effectively and expeditiously.
2. What was needed was a vehicle or craft, capable of deep sea operations, greater cargo capacity, possessing surf and inland water capabilities, and able to negotiate rough beach and inland terrain. In addition, the equipment must be endowed with the minimum maintenance problems.
3. The army Chief of Transportation, recognizing that future wars like past wars, may well be won or lost by the ability to supply and resupply troops ashore, directed the U. S. Army Transportation Research Command (USATRECOM) at Fort Eustis, Virginia, to design and procure a vehicle or craft to meet the requirements necessary in waging successful military operations.
4. Out of the research facilities of USATRECOM came the design of the present LARC-15 (Lighter, Amphibious, Resupply Cargo). Built in accordance with USATRECOM specifications by the Kalamazoo - Ingersoll Division of the Borg-Warner Corporation of Kalamazoo, Michigan, the LARC-15 incorporated in its construction the lessons learned under fire.
5. Together with the development of the "Little Brother", the LARC-5, the LARC-15 was termed the greatest advance in military amphibious craft in twenty years. It can carry a 15-ton payload at speeds of 9.7 MPH in water and up to 20 MPH on highways. It is powered by two (2) 270 hp industrial engines, has all aluminum construction, low pressure rubber tires controlled by a steering apparatus that operates both front and rear wheels. Its water speed is about twice that of the World War II DUKW while carrying six times the amount of cargo.