



Acquisition Directorate



Response Boat-Medium (RB-M)

May 2008



Mission execution begins *here.*

"The Response Boat-Medium will greatly improve Coast Guard readiness and responsiveness throughout the country. With this faster and more capable platform, we are putting the right tool for the job in the hands of our people as they conduct a broad range of vital Coast Guard missions, including homeland security, search and rescue, and law enforcement. . ."

Admiral Thad W. Allen Commandant, U.S. Coast Guard

Overview

The Coast Guard Response Boat-Medium (RB-M) acquisition is the third initiative in the Response Boats 2010 strategic vision and transition plan, aimed at standardizing and revitalizing the Coast Guard's shore based response fleet. The RB-M will re-capitalize capabilities of the existing multimission 41' Utility Boats (UTB) and multiple nonstandard boats to meet the needs of the Coast Guard Office of Boat Forces. On June 21, 2006, the Coast Guard awarded the RB-M contract to Marinette Marine Corp. (MMC) who is partnered with Kvichak Marine Industries (KMI). Construction began in July 2007 at KMI in Kent, Washington.

On February 26, 2008, following comprehensive briefs from MMC on its plans for opening a second production facility in Wisconsin, the Coast Guard placed an additional 18 RB-Ms (hulls #13-30) on order. The order of these additional boats was made possible by an additional \$45 million provided as part of the fiscal year 2008 Consolidated Appropriations Act. With 30 RB-Ms now on order, MMC is building production capacity to support delivery of approximately one RB-M per month, starting in August 2008.

The RB-M is based on a CAMARC design. MMC will also provide extensive interim logistics support to the RB-M fleet working with EDO Corporation.



The first RB-M was delivered to Station Little Creek in April 2008, initiating delivery of an anticipated 180 RB-Ms over the next seven years.

Honor Boat Crews, Embrace Technology, Deliver Value

The Project’s approach has been to incorporate the input of the operational commanders in developing a more capable platform. Capabilities needed for HLS missions significantly influenced the design which will provide improved mission response. The significantly increased speed will improve response time for all missions while the “Human Systems Engineering” approach will decrease fatigue on extended searches or Port, Waterways, and Coastal security (PWCS) patrols. Technological advances and design features will improve search object tracking, water recovery efforts, crew comfort, and maneuvering/intercept capabilities for Defense Operations. With the latest developments in integrated navigation and radiotelephony, command and control will be greatly enhanced, as will crew safety.

The “Human Systems Engineering” approach to the platform design promotes a user-friendly crew/vessel interface. Comfort, accessibility and intuitive controls collectively contribute to enhanced crew efficiency and improved mission performance.

Current Project Schedule

- 1st Low Rate Initial Production Boat Delivered:
 - 2nd Q FY 2008
- Operational Test & Evaluation Complete:
 - FY 2010
- Initial Operational Capability:
 - FY 2010
- Full Operational Capability:
 - FY 2015

Characteristics

- Length, Overall 44 ft 10 ½ in
- Beam, Overall 14 ft 7 ¾ in
- Draft, Full Load 3 ft 4 in
- Displacement 36,500 lbs
- Speed 42.5 kts
- Range 250 NM @ 30 kts
- Towing 100 Tons
- Mission Limits 8 ft seas/30 kt winds
- Survivability limits: 12 ft seas, 50 knot winds

RB-M Features

- Deep Vee Double Chine Hull Form
- All Aluminum Construction
- Twin Diesel Engines w/ Waterjet Propulsion
- Prominent Fendering
- Self-Righting Stability (intact)
- Port, Starboard, and Aft Recovery Platforms
- Fore and Aft Weapons Mounts
- Pilothouse w/ shock mitigating seats for 4 crew
- Survivor’s compartment for 5