



# Deepwater News

EXTENDING OUR MARITIME BORDERS



MAY 2006 EDITION

## Coast Guard Announces Deepwater Award-Term Decision

The Coast Guard recently announced a 43-month award-term extension of the performance-based contract for its Integrated Deepwater System (Deepwater) fleet modernization and recapitalization program.

Integrated Coast Guard Systems (ICGS), a joint venture between Lockheed Martin and Northrop Grumman, received notification of the award May 19. The performance period of the award term will begin at completion of the base period in June 2007 and end in January 2011. The initial contract speci-

fied a five-year base period of performance, with potential for five additional award terms of up to 60 months each, for a maximum of 30 years.

The announcement by Rear Adm. Patrick M. Stillman, award term determining official (ATDO) and former Deepwater program executive officer, assures ICGS will have a sole-source opportunity to respond to a forthcoming request for proposal (RFP) for work expected to be contracted during the award term. However, Denise L. Randolph, chief of contracts for the Deepwater Program, noted "announcement of award-term length does not mandate any changes to the existing contract, nor does it equate to any specific contract dollar value."

The government's decision regarding the length of the award term was reached following an extensive Coast Guard review of the joint venture's performance during the first 42 months of the base period. In evaluating ICGS' performance, members of an Award Term Evaluation Board considered the contractually-defined criteria of operational effectiveness, total ownership cost and customer satisfaction. Performance monitors provided data and reports for board members' consideration. The Board's deliberations culminated in early February in a recommendation to Rear Adm. Stillman in his capac-

ity as ATDO.

Asked to characterize this programmatic milestone, Stillman said, "The award-term decision represents an appropriate step forward in the maturity of the Deepwater contract. It offers the opportunity for an additional 43 months of implementation of the systems approach to recapitalize the Coast Guard. This will be based upon successful negotiations with ICGS and agreement upon fair and reasonable pricing. This opportunity is essential for the Coast Guard to fulfill its maritime security and safety responsibilities in support of the mandates of the Department of Homeland Security and the Department of Defense."

*By Mary Elder*



Rear Adm. Patrick M. Stillman, the Coast Guard's award determining official and former Deepwater program executive officer, announced the programmatic milestone.

### INSIDE:

Deepwater Recapitalization Called Critical for Counter-Drug Operations .....pg 2

Deepwater C4ISR Upgrade Milestone Completed Onboard USCGC Morgenthau.....pg 3

An Armed Forces Week to Remember.....pg 5

## Deepwater Recapitalization Called Critical for Counter-Drug Operations

The Coast Guard, operating closely with both interagency and international partners, racked up another record-setting year in its interdiction of illegal drugs during 2005. The more than 338,000 pounds of cocaine seized in maritime transit zones last year, exceeded the amount cumulatively confiscated from 1994 to 1998 according to Rear Adm. Wayne Justice, director of the Enforcement and Incident Management Directorate at U.S. Coast Guard Headquarters in Washington, D.C.

Despite this success, however, senior officials say the Coast Guard's ability to sustain record drug seizures will be challenged if the Deepwater Program's progressive modernization and recapitalization of aging legacy assets are not supported with a suitable sense of urgency.

"We need to replace the aging surface and air fleets that we are pushing harder, further, and longer each year," Justice told the House of Representative's Government Reform Subcommittee on Criminal Justice, Drug Policy,

and Human Resources April 26.

"JIATF South [Joint Interagency Task Force South] needs more MPA [maritime patrol aircraft] for long-range detection, and the Coast Guard needs more capable surface and air end-game assets to interdict the smugglers we detect."

The Coast Guard's past year's success in maritime drug interdictions is attributed to three main factors, namely: (1) the ability to use far more real-time, actionable tactical intelligence; (2) the fielding of more capable assets for detection, monitoring, interdiction, and apprehension (including armed helicopters assigned to the Helicopter Tactical Interdiction Squadron); and (3) successful interagency collaboration and cooperative agreements with international governments to combat drug smuggling in the transit zone.

The nation's adversaries in the drug war—described as the Drug Trafficking Organization, or DTO in official shorthand—are reacting to this success, however. "While we are currently on track to exceed the 2005 record disruptions," said Rear Adm. Jeffrey Hathaway, "we are challenged by trafficker reactions to increased losses and the impact that has on the effectiveness of assets assigned to support JIATF South operations."

Hathaway, the JIATF South director, told Congress that DTOs are extremely well-financed—operating a drug trade estimated by the U.N. to be a \$320 billion-a-year industry. "With funds of this magnitude," Hathaway said, "they can afford to buy the latest technology and strong political



One of eight suspected drug smugglers detained by the Coast Guard while attempting to smuggle 5,700 pounds of drugs through the Caribbean is turned over to Customs and Border Protection custody in 2004 following interdiction and apprehension in the Windward Passage by an MH-68 helicopter from the Helicopter Interdiction Tactical Squadron and the cutters USCGC Northland and Forward. The Coast Guard has intercepted record-setting levels of drugs at sea in recent years, but officials say such results cannot be sustained without the addition of the Deepwater Program's more capable and numerous cutters and aircraft. (U.S. Coast Guard Photo by Lt. Tony Russell)

Continued on pg 3

influence within our theater.” Seeking to counter more effective interdiction efforts, smugglers are adopting a host of new tactics and means of conveyance for maritime transit areas—including use of semi-submersibles towed by an otherwise innocent-looking vessel. “The concealment of drugs is only limited by imagination,” Hathaway said.

In Hathaway’s view, good intelligence is the “crown jewel” for his national task force, but suitable numbers of capable assets are needed to prosecute the leads it provides. In this regard, the primary means of detecting and monitoring drug smuggling in the transit zone is long-range maritime patrol aircraft.

“While the good news is that we finally have more actionable intelligence to which to respond,”

Justice said, “the bad news is that despite our best efforts current resources cannot provide enough MPA and surface assets to respond to all of the actionable intelligence cuing.” According to JIATF South, the United States detects less than three out of every 10 *known* “go-fasts” (i.e., a drug smuggler’s powerboat); of those detected, almost 75 percent are interdicted.

With its provisions to modernize the Coast Guard’s fleet of HC-130H long-range search aircraft and missionize six new HC-130Js, those associated with the war on drugs see the Deepwater Program as an effective response to meet the growing need for more-capable MPA assets. Rear Adm. Justice said the Coast Guard requires full funding for the Deepwater acquisition to pro-

vide improved maritime patrol aircraft and recapitalized cutters.

“I ask you to support our interagency efforts,” Justice told Subcommittee Chairman Rep. Mark Souder (R-Ind.), “and the Coast Guard’s Deepwater Program to ensure we are ready for the fight.”

“... The answer is the Coast Guard’s Integrated Deepwater Program,” Justice affirmed, “our long-term acquisition project that will deliver more capable cutters, aircraft, and sensors to support JIATF South and meet the need for a robust endgame capability through the transit zone.”

*By Gordon I. Peterson*

## Deepwater C4ISR Upgrade Completed on USCGC Morgenthau

The Deepwater Program recently completed installation of a new Automatic Identification System (AIS), INMARSAT-B system, and law enforcement radio package on the 378-foot cutter CGC Morgenthau, the last of 13 high endurance cutters to be modernized with the Deepwater C4ISR (control, communications, computers, intelligence, surveillance and reconnaissance) upgrades. The installation marked a significant program milestone with completion of step two of planned C4ISR upgrades aboard all 39 of the Coast Guard’s medium and high endurance cutters.

“I have heard great reports on how experienced and helpful the install team was in that they

*Continued on pg 4*



Lt. Michael Fisher, operations officer for USCGC Morgenthau, demonstrates the upgraded navigation system on board USCGC Morgenthau to Bert Tetreault, program manager, Lockheed Martin MS2 and Lester Baber, installation team lead, Lockheed Martin Technical Services. (Photo by PA3 Brian LeShak, PacArea Public Affairs)

efficiently and effectively worked around the daily operations of the cutter and the crew,” said Capt. Michael Sullivan, commanding officer of CGC Morgenthau.

These command-and-control and sensor upgrades, building upon step-one installations, provide improved interoperability with other Coast Guard platforms as well as those of other agencies. The new systems will allow crews to maintain an improved common operating picture and achieve higher levels of maritime domain awareness.

Deepwater’s step-one C4ISR upgrades included access to the classified Local Area Network and Secure Internet Protocol Router Network (SIPRNET), which affords the crew access to real-time intelligence information during current operations, access to Department of Defense satellite communications, as well as increased speed of transmission

achievable through compressed bandwidth capability.

“As the installer, we like to keep quality on our card with each project we manage,” said Jay Westerhold, the contractor’s on-site support lead for C4ISR upgrades. “We are very appreciative of this cutter and its personnel. The excellent support from this outstanding crew has made for a very smooth install and seamless training during transition turnover.”

With completion of step-one and step-two upgrades, all legacy cutters have a classified computing environment with 24-hour, seven-days-a-week access to SIPRNET and AIS for improved situational awareness. This offers an enhanced ability to classify approaching vessels automatically as targets of interest. The IN-MARSAT-B upgrades allow a doubling of data throughput and added variable bandwidth service

for channel sharing. High endurance cutters now have improved communications with other law enforcement agencies using both existing and new frequencies.

“This has been a great success for the Deepwater Program, but more importantly a great success for the operator,” said Capt. Gordon Weeks, IDS program manager for C4ISR. “The improved communications capability that comes as part of this upgrade has already contributed to improved operating efficiency and results for the Coast Guard.”

*By PAC Jeff Murphy, Integrated Deepwater System and Margaret Mitchell-Jones, Integrated Coast Guard Systems*



Pictured above in front of CGC Morgenthau (from left to right): Bert Tetreault, program manager, Lockheed Martin MS2; Lt. Dave Murray, USCG (CG-6); Ameet Vaghela, Deepwater C4ISR deputy program manager, ICGS; Harry Colella, senior program manager, Lockheed Martin MS2; Capt. Gordon Weeks, Jr., Deepwater C4ISR program manager; Capt. Michael Sullivan, commanding officer, USCGC Morgenthau; Ed Segrest, lead system engineer, Lockheed Martin MS2; Jay Westerhold, on-site support, Ursa Navigation Solutions, Inc.; Lt. Michael Fisher, operations officer, USCGC Morgenthau; Tim Branem, installation team lead, Lockheed Martin Technical Services; John Harris, COTR and USCG lead for C4ISR upgrades to legacy cutters; Lester Baber, installation team lead, Lockheed Martin Technical Services; CWO2 James Hammond, electronics material officer, USCGC Morgenthau. (Photo by PA3 Brian N. Leshak, PacArea Public Affairs)

## An Armed Forces Week to Remember

For the past 55 years, the citizens of Scranton, Penn., have sponsored a week-long observance to honor serving members of the U.S. military. Launched with an official proclamation from the city's mayor, a series of displays and public events is conducted during the middle week of May, culminating in a parade through the city on Armed Forces Day.

A noon-time Wednesday luncheon featuring an active-duty military speaker is a time-honored tradition during Scranton's Armed Forces Week. Unlike the past 54 years, however, this year's event had a novel twist in the presence of Rear Adm. Gary T. Blore, the Coast Guard's program executive officer for the Integrated Deepwater System. He was the first Coast Guard officer to be invited as the luncheon's guest speaker.

"I am indebted to my host and escort for his invitation ... and for properly recognizing that the U.S. Coast Guard *is*, by law, the fifth branch of the U.S. armed forces," Blore told the approximately 500 people who attended.

The luncheon afforded Rear Adm. Blore an opportunity to recognize those active-duty, Guard, and Reserve personnel in attendance as well as to describe the maritime, multimission, and military U.S. Coast Guard. "Whether you live on our nation's shorelines

or navigable rivers—even in Scranton," he said, "the Coast Guard is working hard to protect you this very day."

Blore went on to describe the Coast Guard's many contributions to maritime security and safety, national defense, marine environmental protection, and law enforcement. Noting, for example, that the nation's Marine Transportation System contributes nearly \$750 billion to the U.S. gross domestic product annually, he explained how the U.S. economy is dependent on an uninterrupted overseas supply of critical resources and "just-in-time" deliveries of manufactured parts or finished products.

"In today's increasingly interconnected world, I would argue that there is no more important element in our national security than its economic security. Your multimission Coast Guard serves in many roles safeguarding this vast maritime engine, as well as seeing to the safety and security of our citizens."

Deepwater's program executive officer concluded his remarks with a brief description of how the Deepwater Program will help to enable the Coast Guard to perform its 21<sup>st</sup>-century missions more effectively and efficiently. "Simply stated," he said, "our fleet of medium and high endurance cutters,

helicopters, aircraft, and command-and-control systems urgently require modernization and recapitalization. Seeing to that task is our responsibility in the Deepwater Program."

Blore praised the support provided by the Bush administration and Congress in providing necessary funding to sustain the Deepwater Program's momentum. "If I appear excited by the opportunity to contribute to this transformation of the Coast Guard's operational capabilities," he said, "it is for a good reason—I am!"

"We owe it to the men and women of the Coast Guard who have answered the nation's call to provide them with the most capable, reliable, and safest tools necessary to perform duties that are, unavoidably, inherently hazardous given the nature of our maritime operating environment," he said.

Blore, a 1975 graduate of the U.S. Coast Guard Academy, concluded his speech with a salute to the citizens of Scranton for continuing its remarkable tradition of hosting an Armed Forces Week for more than five decades—and with the hope that they would not wait an additional 55 years before inviting another Coast Guard speaker to appear at their podium.

*By Gordon I. Peterson*

### HITRON Observes 100th Interdiction

On May 4, the Coast Guard commemorated the 100th counter-drug interdiction by Helicopter Interdiction Tactical Squadron (HITRON) in Jacksonville, Fla. Thus far, the HITRON program has confiscated 254,649 pounds of cocaine and 14,730 pounds of marijuana valued at \$8.2 billion. The HITRON was assigned to the Deepwater Program in January 2003 to ensure that its capabilities are upgraded as part of Deepwater's modernization and recapitalization acquisition. Representing the Deepwater team were (left to right): Nazim Ahmed, contracts manager, ICGS; Ken Majchrzak, program manager and rotary wing aircraft integrated product team lead, ICGS; Mike Ciocca, purchasing and material director, ICGS; Julie Strategos, vice president of operations, ICGS; Capt. Matt Sisson, program manager for aviation, USCG; Maggie Arnberg, deputy program manager, USCG; Ric Rowland, subcontract program manager, ICGS.

