



Deepwater News

EXTENDING OUR MARITIME BORDERS



APRIL 2006 EDITION

Rear Adm. Blore Assumes Duties as Program Executive Officer

The Deepwater Program marked a transition in top leadership April 17 when Rear Adm. Gary T. Blore relieved Rear Adm. Patrick M. Stillman as program executive officer.

“We owe Rear Admiral Stillman a huge debt of gratitude for his vision, dedication, and focus in getting Deepwater established, growing the program, and acquiring the first of the assets we so critically need,” said Blore of his

predecessor. “I know he would be the first to acknowledge the hundreds who have supported him in this cause, but I believe it was his steadfast leadership that brought it all together.”

In a personal communication to Deepwater Program staff members, Blore noted that there have been times in both the nation's and the Coast Guard's history of a fortuitous coincidence of events where the right person was in the right place, at the right time, to

allow the Coast Guard to shape its future. “Rear Admiral Stillman represents one of those events,” Blore said. “Notwithstanding the many challenges ahead, the Coast Guard needs our acquisition program more than ever, and together we will deliver it.”

Stillman's retirement ceremony is planned for May 26 at the

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Washington Navy Yard, but he will continue his affiliation with the Deepwater Program until its award-term contract decision is announced publicly. That announcement is expected soon.

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Rear Adm. Gary T. Blore took the helm of the Integrated Deepwater System April 17. (Photo by PAC Jeffrey Murphy)

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Prior to assuming duties as program executive officer and upon promotion to flag rank in September 2004, Rear Adm. Blore was assigned as a special assistant to President Bush. In that capacity, he served as the Homeland Security Council's senior director for border and transportation security. A 1975 graduate of

the U.S. Coast Guard Academy, Rear Adm. Blore initially served aboard the medium endurance cutter USCGC Venturous. He entered flight training at Naval Air Station Pensacola, Fla., in 1976 and was subsequently designated a Coast Guard aviator.

In addition to his bachelor of science degree in economics, with

honors, from the Coast Guard Academy, Blore holds a master's degree in public policy and administration from Columbia University, where he was selected as an international fellow.

By Gordon I. Peterson

New Design Work for Fast Response Cutter on Hold Coast Guard Seeks Information for In-Service Designs

As the result of a number of technical issues associated with the current design of the Fast Response Cutter (FRC), Rear Adm. Patrick M. Stillman, former program executive officer for the Integrated Deepwater System, deferred the asset's critical design review, originally planned for March of this year. New design work was suspended temporarily in February until a technical assessment of the existing design can be completed.

In a related development, the Coast Guard in early April issued a request for information for international market research to

identify patrol boats currently in operation having the potential to satisfy the service's requirements for patrol boat capability.

"The decision to suspend new design work temporarily on the FRC is consistent with the Deepwater Program's iterative design process, focus on cost control, and strategy for risk mitigation," said Stillman. "Steps have been taken throughout the FRC's design process to ensure any technical or performance risks are identified as early as possible so that appropriate action may be taken to balance performance and cost. Temporarily suspending new

design work now is a prudent risk-mitigation measure until an assessment for changing the cutter's design can be fully evaluated."

Although the FRC's preliminary design review was successfully achieved last September, the Coast Guard raised a number of issues at the time regarding the design's performance, hull characteristics, and other factors. The new design's requirements, hull form, propulsion plant, and weight are unique when compared to existing world-market patrol boats. This is not totally unexpected given the Coast Guard's demanding requirements for its patrol boat class of vessels. Deepwater Program officials are now evaluating its technical findings to assess the need to modify the current design.

The FRC is being designed to deploy independently to conduct multiple missions, including maritime security, national defense, fishery patrols, law enforcement, and search-and-rescue operations. A combination of several design factors and cost restrictions added to the challenge of designing a high-speed patrol boat of the FRC's size and capability.



The Fast Response Cutter's critical design review was recently deferred due to technical concerns with the cutter's design. (Photo courtesy of Integrated Coast Guard Systems)

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Owing to the critical need to remedy a shortfall in patrol boat hours and to perform high-priority Department of Homeland Security missions, the Deepwater Program's fiscal year 2006 budget provided for testing and evaluation of the first FRC 10 years ahead of the original schedule, with operational testing slated for 2007. Regardless of the outcome of the ongoing technical assessment, Deepwater Program offi-

cialists say it will not be possible to deliver the FRC next year.

The Coast Guard asked for responses to its request for information to be provided by May 7, with information based on proven in-service vessels that are capable of being built in the United States or licensed for building in the United States. The Deepwater Program's prime contractor, as well as selected support contractors, will be involved in the Coast

Guard's review of information submitted in response to the request.

"Given the urgency of identifying a course of action that will address Coast Guard's critical shortfall in patrol boat hours, this assessment is a top priority," said Rear Adm. Gary T. Blore, Deepwater's new program executive officer.

By Gordon I. Peterson

Designing the Long Range Interceptor for the Coast Guard Operator

The staff at Willard Marine, a builder of small boats for the Coast Guard and Navy, hosted a Human Systems Integration (HSI) collaborative event at their facility in Anaheim, Calif., Feb. 23.

Coast Guard HSI is the fundamental planning, design, and implementation of new acquisitions to help the operator meet mission needs. HSI includes personnel, logistics, training, well-being and safety issues associated with all new assets.

The event brought stakeholders representing U.S. Coast Guard operators together with Willard Marine, — the builder of the long-range interceptor (LRI), Lockheed Martin, Northrop Grumman Ship Systems (NGSS), and the Coast Guard's Systems Integration Program Office. The

goal was to ensure the LRI's design team understood the LRI mission requirements.

Willard Marine recently won the contract to supply the Coast Guard's first LRI. The 11-meter (35-foot) LRI is an RHIB for the Coast Guard's 418-foot national security and future offshore patrol cutters.

Integrated Coast Guard Systems (ICGS) Surface Domain Asset Integrated Product Team Lead Rick Wharton and Integrated Logistics Support Domain Asset Lead Bill Laderach organized the event. NGSS Human Factor Engineering (HFE) Lead Rosie Ortiz facilitated the flow of information between the users and Willard Marine and Lockheed Martin representatives. Ortiz emphasized the mission needs, functions, and

tasks required of Coast Guard personnel.

Topics of discussion included an overview of human limitations and capabilities in the challenging maritime environment. Ron King of Lockheed Martin, representing ICGS C4ISR Domain, reviewed communications gear, and Willard Marine presented computer models of compartment and console layouts.

Three Coast Guard small-boat operators, Chief Petty Officer Ernesto Vales, Petty Officer First Class Dennis Telfer, and Petty Officer Second Class Brian Turlington, outlined how the Coast Guard proposed using the new craft. Supporting this group were Coast Guard Program Office representative Chris Rozicer, NGSS Program Office's Frank Jermyn, and the Coast Guard's Chris Parker.

Following the conference room presentations and discussions, the group conducted a "hands-on" session using a Navy RHIB. Topics of interest varied from equipment that operator or maintenance crews needed to access controls and displays, and cabin arrangements across the range of operations, missions, and environmental conditions.

By Chris Parker, SIPO



A team of military and civilians recently met to address the Long Range Interceptor mission requirements. (Graphic courtesy of Integrated Coast Guard Systems)

Securing the Nation's Maritime Borders Deepwater Program Called "Centerpiece" for Future Capability

All too often, it seems, discussions of the need for improved border security overlook the important linkage between the 7,000 miles of U.S. land borders and the nation's 95,000 miles of coastline (including bays, lakes, and rivers). During congressional testimony in early April, Vice Adm. Thad Allen, the Coast Guard's chief of staff and prospective commandant, made it clear that the two domains must be viewed as related parts of a single entity.

"Effective border security requires an integrated approach that crosses land, air, and maritime domains, lest one door be closed only to open another," he said.

In Allen's view, as aggressive steps are taken to secure land borders, it is expected that smugglers, illegal migrants and, potentially, terrorists will look for other more porous points of entry to

exploit. During 2005, he noted, the Coast Guard intercepted 9,500 migrants attempting to enter the United States illegally by sea (a 100 percent increase over 2001 levels). The Coast Guard, working in cooperation with the U.S. Navy and other agencies, also prevented more than 338,000 pounds of cocaine (an all-time maritime record) from reaching U.S. coastlines.

While there has been public discussion of the potential threat posed by container security, Allen told the Senate Appropriations Committee's Subcommittee on Homeland Security April 6 that the greatest observed maritime threat remains smuggling. There is higher risk, Allen reported, that small boats, normally used to smuggle drugs and migrants, also could be used to carry out attacks on U.S. interests, deliver a weapon of mass destruction, or smuggle terrorists to U.S. shores.

"There a wide variety of maritime threat scenarios and vectors beyond the confines of a single container," he said.

Allen told the subcommittee that significant challenges remain, but the Coast Guard is focused on the right priorities to improve maritime domain awareness and information sharing as it builds a more effective operational presence through a layered security architecture. "Our unambiguous goal," he said, "is to meet threats far offshore in order to avoid hostile persons, vessels, or cargoes entering our ports or coastal regions."

The Deepwater Program is one of several initiatives that will transform Coast Guard capabilities, the future commandant testi-

fied. "The centerpiece of the Coast Guard's future capability is the Integrated Deepwater System, recently revised to a 25-year, \$24-billion acquisition program and reflective of post-9/11 mission requirements," he said. Just as the Bush administration's Secure Border Initiative will help to deliver a system to secure the nation's land borders, Allen said the Deepwater Program was designed to secure the nation's maritime borders.

"In the end, they will complement each other in delivering a comprehensive system of border security."

In addition to the Deepwater Program, Allen said a number of other initiatives also are underway to transform the Coast Guard's operational capabilities. They include improved vessel tracking, a strengthened program for personnel security and credentialing, enhancements to systems for maritime C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance), and new technologies for seaborne radiation detection.

Allen noted that the Deepwater Program encompasses capability enhancements in the latter two areas.

"There is no single solution to maritime border security," Allen said. "It requires a layered system of capabilities, established competencies, clear authorities, and strong partnerships."

In related news, a full vote by the U.S. Senate in late March confirmed the president's nomination of Vice Adm. Allen as the Coast Guard's 23rd commandant.

By Gordon I. Peterson



Vice Adm. Thad W. Allen, chief of staff of the Coast Guard and its prospective commandant, testifies before the Senate Appropriations Subcommittee on Homeland Security April 6 regarding the Coast Guard's role in border and maritime national security. (USCG photo by PA1 Barry Lane)

USCGC Seneca Shows Off C4ISR Upgrades

The crew of the 270-foot medium-endurance cutter USCGC Seneca visited Alexandria, Va., in late March, and hosted open-house tours of their ship. The Boston-based crew was proud to show off their newly upgraded command-and-control suite to visitors, which was modernized as part of the Integrated Deepwater System sustainment plan. The modifications include Secret Internet Protocol Router Network chat, Automatic Identification Systems, satellite communications, and other upgrades to command, control, communications, computers, intelligence, surveillance and reconnaissance systems.

According to a recent *Navy Times* interview with Seneca watch officer Electronics Technician 1st Class Ryan Kowalske, "In the last year, we've seen 10 years' worth of improvements to our technology."



Operations Specialist 3rd Class Jason Bryant discusses the newly enhanced features on board the bridge of USCGC Seneca.

Integrated Deepwater System at 2006 Sea-Air-Space Exposition

The U.S. Navy League held its 2006 Sea-Air-Space Exposition in Washington, D.C., April 4-6. The Sea-Air-Space (SAS) Exposition is a venue for America's leading defense companies and association partners to exhibit their innovative goods and services designed to advance America's sea services' capabilities and ensure maritime dominance.

According to 2006 SAS National Chairman Sharon Gurke, "Sea-Air-Space is the largest maritime exposition in the world." The theme this year was "*Operations from the Maritime Domain.*"

Team Deepwater manned a booth and educated military and industry members about the Integrated Deepwater System program. Members of Integrated Coast Guard Systems, Lockheed Martin, Northrop Grumman, and the Coast Guard were on-hand to answer questions and show the latest videos about the program. Rear Adm. Patrick M. Stillman, former program executive officer of Integrated Deepwater System, participated in a panel on maritime domain awareness.



Rear Adm. Patrick M. Stillman, the former program executive officer of Integrated Deepwater System, met with Team Deepwater at the Navy League's Sea-Air-Space Expo April 4, in Washington, D.C. (Photo by PAC Jeffrey Murphy)