



Acquisition Directorate



Mission Effectiveness Project (MEP)

May 2008



Mission execution begins here.

"More than anything else, the 110/210/270' MEP has reminded me of the resilience and innovation of our own Coast Guard organic mission support organization. Faced with delays on our major capital cutter acquisitions, in only a few months this MEP (as a bridging strategy) was conceived, designed, priced, tooled, equipped, staffed, and executed – and continues to provide significant fleet improvements at or below cost and on schedule. If there is a better measure for a maintenance extension program running well, I don't know what it is."

RADM Gary T. Blore, Chief Acquisition Officer, U.S. Coast Guard

The Mission Effectiveness Project (MEP) is an integral part of one of the Coast Guard's various sustainment projects for air and surface assets. Under the program, 110', 210' and 270' legacy cutters are to undergo an extended refurbishment at the Coast Guard Yard in Curtis Bay, Md., overseen by the recently-established Legacy Sustainment Support Unit (LSSU).

The Coast Guard Engineering & Logistics Command appropriated the methodology of the WMEC MEP in the summer of 2003 from System Integrated Near-Term Support Strategy meetings

and at the 210' and 270' WMEC Maintenance Sustainment Conferences, and used the same approach in 2005 for the Island Class WPBs. The process involved a detailed analysis of critical maintenance and logistics issues, identifying the most problematic sub-systems. These were then prioritized to meet current and future operational readiness.

The MEP project has four objectives: (1) sustainment of capabilities; (2) replacement of obsolete, unsupported, or maintenance-intensive equipment; (3) completion

of major maintenance; and (4) standardization of configuration items.

Status:

To date, the following cutters have gone through MEP and have been delivered on time and on budget: TAMPA, LEGARE, HARRIET LANE, FORWARD, CONFIDENCE, SPENCER, TYBEE, and BEAR.

Features

- MEP is not intended to improve operational capabilities on the legacy cutters. Rather, it reduces the cost to maintain and operate the vessels by reducing the number of casualties experienced by an aging fleet.
- This multi-year sustainment project for 110', 210', and 270' cutters will replace obsolete and increasingly unsupportable systems to improve reliability and to reduce future maintenance costs.
- MEP will help to ensure the refurbished cutters can perform assigned missions until new cutters are delivered.
- MEP's major systems refurbishments will involve, but are not limited to, the replacement of hull plating, tanks, piping, and electrical wiring, as well as renewing decks, living quarters and engineering systems. It also replaces equipment more troublesome to maintain, such as refrigeration units, air conditioning, evaporators, and boat davits to help improve operational readiness and quality of life for cutters crew members.
- While cutters remain in repair or in "Charlie" status, the Coast Guard is rotating crews via multi-crewing on operational cutters to minimize lost operational hours during extended MEP availabilities.