



Acquisition Directorate



Response Boat-Medium

July 2009



"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."

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

Project Description:

The Response Boat-Medium (RB-M) project 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 multi-mission 41' utility boats and multiple non-standard boats to meet the needs of the Coast Guard Office of Boat Forces. In June 2006, the Coast Guard awarded the RB-M contract to Marinette Marine Corp., who partnered with Kvichak Marine

Industries (KMI). Construction began in July 2007 at KMI in Kent, Wash.

The Coast Guard presently has 66 RB-Ms on order, with production facilities in both Green Bay, Wisc., and Kent, Wash., producing boats. Deliveries are occurring at a rate of approximately one RB-M per month, which is expected to continue through the end of 2009 when production is anticipated to increase to approximately 30 RB-Ms per year.

The first RB-M was delivered to Station Little Creek, Va., in April 2008. A total fleet of 180 RB-Ms are planned for delivery.

Mission execution begins *here.*

Mission Capability:

The RB-M project has focused on incorporating the input of the operational commanders into developing a more capable platform. Capabilities needed for homeland security missions greatly influenced the design. The significantly increased speed will improve response time for all missions while the human systems engineering design approach will decrease crew fatigue on extended searches and port, waterways and coastal security patrols. The human systems engineering approach promotes a user-friendly crew/vessel interface. Comfort, accessibility, and intuitive controls collectively contribute to enhanced crew efficiency and improved mission performance.

Technological advances and RB-M design features will improve search object tracking, water recovery efforts, crew comfort and safety, and maneuvering/intercept capabilities. RB-M's command and control system has been greatly enhanced with state-of-the-market integrated navigation and radio-telephony systems.

Status:

The Response-Boat Medium is currently undergoing operational testing and evaluation at strategic locations throughout the country, in anticipation of moving to full rate production in 2010.

Characteristics

Planned:	180
Length, Overall:	44ft. 10 ½in.
Beam, Overall:	14ft. 7 ¾in.
Draft, Full Load:	3ft. 4in.
Displacement:	36,500lbs.
Speed:	42.5kts.
Range:	250nm. @ 30kts.
Towing:	100 Tons
Mission Limits:	8ft. seas/30kt. winds
Survivability limits:	12ft. seas, 50kt. winds

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 with seating for 5



RB-M 45601, the first production RB-M, was delivered to Station Little Creek, Va., in April 2008. It is shown here on the Potomac River during a capabilities demonstration in September 2008.

The Coast Guard's Acquisition Directorate is responsible for a \$27 billion investment portfolio that includes more than 20 major projects. The Coast Guard's investment in modernization and recapitalization ensures that the operational force has the equipment necessary to remain the lead agency in maritime safety, security and natural resources stewardship.