



# Delivering the Goods

News from the U.S. Coast Guard Acquisition Directorate

February 2008

## A View from the Bridge: the State of Coast Guard Acquisition

By Rear Adm. Gary T. Blore

As 2008 unfolds, the Acquisition Directorate is working hard to deliver state-of-the-market engineering, materiel development and procurement, logistics, contracting and acquisition management services to the men and women of the Coast Guard's operating forces.

We are investing approximately \$1.5 billion annually in more than 20 major projects to provide new and upgraded aircraft, cutters and mission systems with the right capabilities to meet 21st century mission requirements. The Coast Guard has never been in greater need for the modernization and replacement of its aging assets.

As we always have done in the Coast Guard, the men and women in the field have been working miracles every day to keep our platforms and mission systems ready for action—when those will be well beyond their service lives. But it is no secret that our legacy assets have become increasingly costly to operate and maintain.

This is the call to action that motivates the Acquisition Directorate, and partners throughout the Coast Guard's mission support community, to provide the platforms and systems that will enable field units to execute our nationally critical Coast Guard missions.

We are delivering on our promise today, and there is much more to come.

Three National Security Cutters (NSCs) are in production at Northrop Grumman Ship Systems,



The U. S. Coast Guard's first national security cutter took to the sea operating in concert with the service's new maritime patrol aircraft, the Ocean Sentry HC-144A, and a newly re-engined MH-65C helicopter Monday, Feb. 11, 2008. The flagship in the Coast Guard's first new class of large cutters in 25 years, Bertholf is the most complex and capable patrol cutter the Coast Guard has ever built. During sea trials off Pascagoula, Miss., the shipbuilder and government officials tested the cutter's systems and performance in advance of the Coast Guard formally accepting it later this spring. Bertholf will be commissioned for service this summer and home-ported at Alameda, Calif. (U.S. Coast Guard photo by PAC Tom Sperduto)

Pascagoula, Miss., under contract with Integrated Coast Guard Systems (ICGS). NSC 1, Bertholf, is more than 95 percent complete and now is undergoing sea trials in anticipation of delivery this spring. NSC 2, Waesche, is 43 percent complete and is scheduled to be launched in May. The keel of NSC 3, Hamilton, will be laid in 2009. Long lead materiel for the fourth NSC will be purchased later this fiscal year.

Feb. 6-11, off Pascagoula, Miss., we conducted very productive Builder's Trials aboard Bertholf. The Coast Guard and its partners from the US Navy and industry inspected and operated all of the

NSC's capabilities —including the propulsion and electrical plants, auxiliary and damage control systems, Command Control, Communication, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, combat systems, weapons, maneuverability and handling.

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Much work remains ahead of us, but everyone who has been part of this project, including the Pre-Commissioning Crew that will take her to sea this spring after delivery, has a very favorable impression of this ship.

At Acceptance Trials during March, the builder will demonstrate to the Coast Guard and the US Navy's Board of Inspection and Survey (INSURV), that Bertholf meets its requirements. Following successful trials, the Coast Guard will take preliminary acceptance of the cutter; the Pre-Commissioning crew will assume custody and Bertholf will be placed "In Commission, Special" status.

On February 1, we flew the first test flight of the upgraded HC-130J Long Range Surveillance maritime patrol aircraft. During the 7.6 hour flight over the Gulf of Mexico, the Coast Guard crew and industry observers conducted over-water



Rear Adm. Gary T. Blore, Deputy Commandant for Acquisition, in September 2007 discusses with a member of the media the challenges of business transformation in the Coast Guard. (U.S. Coast Guard photo by PAC Sarah Foster)

checks of the mission system between 5,000 feet and 17,000 feet. This flight marked the first time the impressive new mission system—including radar and infrared sensors—was energized and demonstrated while airborne.

We are about to take delivery of the first Response Boat-Medium—a new, high-speed craft that will improve responsiveness and capabilities in search & rescue, homeland security and other mission sets.

The Rescue 21 project is now in full rate production and protects more than 10,600 nautical miles of U.S. coastline with a technologically advanced "maritime 911" system that already has saved many lives. Every four to five weeks a new Rescue 21 sector becomes operational.

Until the NSC and other new cutters and patrol boats arrive, we are refurbishing and replacing obsolete and unsupportable systems on our 110-foot, 210-foot and 270-foot cutters. The Mission Effectiveness Project is progressing on cost and schedule at the Coast Guard Yard and Engineering Logistics Center, near Baltimore, Md.

The MH-65C Multi-mission Cutter Helicopter project has already provided our Dolphins with more powerful and efficient engines, and we are installing additional capabilities—including Airborne Use of Force weapons and self protection equipment.

We have delivered three HC-144A Ocean Sentry Maritime Patrol Aircraft, which now are completing developmental testing of their mission systems package at Aviation Training Center, Mobile, Ala. We have five more HC-144As in production for deliveries in 2008 and 2009, and will be contracting for four more (9–12) this fiscal year.

By the end of June, we expect to award a contract for the first of our Fast Response Cutters (FRC-B class). This full and open competition will result in a robust patrol boat that will help meet the Coast Guard's mission needs. Our goal is to obtain 12 FRC-B Patrol Boats by 2012, with lead cutter delivery in FY 2010 and all 12 cutters to be delivered by the end of FY 2012.

The Nationwide Automatic Identification System (NAIS) first increment, which was completed in September 2007, provides AIS reception in crucial ports and coastal or near-coastal areas. The second increment, which we will begin to deliver this year, will provide coastal transmit and receive capability nationwide. Increment 2 will provide receiver coverage out to approximately 50 nautical miles, and transmit out to approximately 24 nautical miles from the US coast. The third increment will provide nationwide long-range reception—from approximately 50 nautical miles out to 2,000 nautical miles.

Even as we are making progress, we in the acquisition community realize that there significant challenges ahead. We understand the fiduciary responsibility we have in wisely managing the taxpayer dollars that fund our projects.

Building upon the lessons we have learned during the past year—from an intensive period of oversight and public interest—we are transforming how we do business, how we develop and implement our contracts, how we manage our programs and how we conduct our relationships with industry.

One of the most important steps we have taken is to build up our acquisition workforce by hiring more professionals with the right skills—in contracting, program management, research

& development and other crucial support functions.

We are strengthening relationships within the Coast Guard engineering community, respecting their role as the Coast Guard's designated "technical authorities" and forming close partnerships with the Engineering and Logistics Directorate, the Capabilities Directorate, the Resources Directorate, and the Assistant Commandant for Human Resources.

Taking on more responsibility in acquisition has at times required Coast Guard partnerships with other agencies (including the US Navy's acquisition community) who may have greater capacity to provide technical support and other advice.

Finally, the Coast Guard has updated and re-emphasized the management principles and procedures codified in the Major Systems Acquisition Manual and other DHS and Coast Guard guidance.

These changes are building an Acquisition Directorate with greater capacity to lead the way in transforming not only how we do business within our community, but how we provide goods and services to the customers we serve—the men and women of the Coast Guard's operating forces.

The real story about Coast Guard acquisition—the story that sometimes gets lost in the discussion about dollars, technical and management challenges— is

about people making progress. During the past year the Coast Guard's acquisition and technical authorities have made progress setting our major projects on a surer path to success.

Our job, our commitment, remains to deliver the best support and capability to the operating forces and the public they protect and serve. Because in the Acquisition Directorate we fully appreciate that "Mission Support Begins Here"—with each of us—and that motivates us towards excellence every day. ■

Check out the Coast Guard Acquisition: Year in Review Video online at [www.uscg.mil/acquisition](http://www.uscg.mil/acquisition)

## Congressional Coast Guard Caucus Open House Supports Coast Guard's Strong Relationship with Congress

By Marlon B. Duke, CG-9 Legislative Liaison

On Feb. 8, the Acquisition Directorate participated with other Coast Guard units and hosted an open house for members of Congress and their staffs. The event was well attended and provided an opportunity to acquaint members and staff with the various ongoing projects in the Coast Guard Acquisition and other directorates.

A highlight of the day was an impromptu address from Rep. Elijah Cummings, D-Md., Chairman of the House Coast Guard and Maritime Transportation Subcommittee. Cummings expressed his thanks for the service Coast Guard men and women do every day, as well as his confidence in current Coast Guard leadership. Cummings added that he hopes that the Congress will continue to provide much-needed support for the Coast Guard, its people and missions.



Agency attendees included representatives from the Deployable Operations Group, the Rescue 21 project office, the Deepwater program, Response Boat – Medium, Marine Safety Centers of Excellence, Biometrics, and Airborne Use of Force/National Capital Region Air Defense.

Subject matter experts from project offices and field units helped to educate congressional members and staff on the people, training, equipment and behind-the-scenes support that helps the Coast Guard execute its nationally crucial missions.

## HC-130J Over-Water Flight Marks Progress in Testing

By Rick Seitz, Aviation Program Office

On Feb. 1, the first of six upgraded HC-130J Long Range Surveillance aircraft made its initial over-water mission system check flight. During the flight, the new mission equipment functioned as expected and promises to deliver superior search, detection and tracking capabilities compared with older systems, according to project officials.

"We are very pleased following the completion of our first functional check flights," said Captain Matt Sisson, Coast Guard Aviation Acquisition Program Manager. "We appreciate all of the hard work and dedication of those responsible for getting us past this critical milestone. Initial test reports are positive and we remain confident that the aircraft will continue to perform well during aircraft handling qualities and requirements verification checks."

The seven-hour trip included

the first time the HC-130J's new mission system was energized in flight—at 5,000 feet and 17,000 feet altitude. The mission system includes technologically advanced detection, identification and communications equipment—such as a belly-mounted 360-degree, long-range multi-mode radar (the first of its kind on a C-130-series aircraft). The mission system also includes a Star Saffire-III forward-looking infrared electro-optical sensor on its nose.

The aircraft's new sensors are monitored at an onboard control station. Coast Guard operators will use data and imagery collected by the sensors to enhance the HC-130J's abilities in search & rescue, law enforcement and homeland security missions.

"Expectations run high as the fleet prepares to exploit the capabilities of the fully-missionized HC-130J," said Cmdr. Tim Schang, HC-130J

platform manager with the Coast Guard's Office of Aviation Forces.

Delivery of aircraft No. 1 is slated for February 2008. Updates are planned for the remaining five aircraft.

The HC-130J project is one of several major aircraft and ship modernization efforts now underway in the Acquisition Directorate. As an example of the synergy between projects within the Coast Guard's investment portfolio, the HC-130J uses mission system components also being installed on the Coast Guard's new medium range surveillance maritime patrol aircraft, the HC-144A Ocean Sentry. ■

Check out the HC-144A website at [www.uscg.mil/acquisition/mrs/](http://www.uscg.mil/acquisition/mrs/)

Dear Master Chief Wells,

We have heard mention of eight NSC's and 11 crews. When we look at cutter home ports it appears some crews will have to travel in order to meet their cutter. How much travel can these crews expect?

Answer:

Yes, a replacement crew may have to travel in order to meet their assigned cutter but attempts will be made to minimize the amount of travel required. A study group is currently working on crew scheduling but I foresee us revisiting the plan as things progress.

—AETCM Marvin R. Wells

[To submit a question for an upcoming Acquisition Directorate newsletter, please email Master Chief Marvin Wells directly at: [Marvin.R.Wells@uscg.mil](mailto:Marvin.R.Wells@uscg.mil) or [acquisitionwebsite@uscg.mil](mailto:acquisitionwebsite@uscg.mil).]

