



Delivering the Goods

News from the U.S. Coast Guard Acquisition Directorate

July 2008

Crew, Visitors Give Bertholf Rave Reviews during Baltimore Port Visit

By David S. Steigman

BALTIMORE, June 28—The crew of the first National Security Cutter, *Bertholf* (WMSL 750), displayed an infectious enthusiasm as they guided Department of Homeland Security (DHS) officials, congressional staff and members of the public around their ship during a two-day port call here.

"It's fantastic; it's a first-class ship," said commanding officer Capt. Patrick H. Stadt, summarizing the feelings of the ship's crew after they completed a busy but successful voyage from Northrop-Grumman's Pascagoula, Miss. shipyard.

The *Bertholf's* crew were not the only ones impressed by their ship. The Baltimore port call also provided the crew "with the rare opportunity to display this superb national asset to senior leadership in the Coast Guard, the [DHS] and to the staff and members of Congress," Stadt added.

"This is a brand new ship, the first of its class ... designed to undertake the Coast Guard's many missions," Department of Homeland Security Secretary Michael Chertoff said during his June 27 visit aboard. Chertoff remarked that the new ship had a strong pedigree, having been named for legendary Coast Guard Commandant Ellsworth *Bertholf*. In 1915, the cutter's namesake presided over the successful merger of the Revenue Cutter Service with the U.S. Life Saving Service to create the modern Coast Guard.

While buoyed by the service's proud



BALTIMORE—USCGC *Bertholf* (WMSL 750) moored at the Fells Point pier, 27-29 June. A number of Coast Guard and Department of Homeland Security VIPs attended the port call events, which also included public tours of the service's newest patrol cutter. U.S. Coast Guard photo by Petty Officer 3rd Class Melissa L. Hauck

heritage, *Bertholf* is very much a ship for today's Coast Guard, with advanced systems and capabilities that have kept her crew busy with preparations. The voyage here has been crammed with training evolutions, allowing the ship's 113 crew members to put into practice what they learned from more than 400 training courses completed during the past two years. Most have enjoyed the hands-on training they received.

"For the point-and-click generation, this is the boat!" said Lt. Krystyn Pecora, *Bertholf's* assistant operations officer, as she showed off the ship's

continued on page 8

inside:

- Acquisition in Review.....pg 2
- Rotary Wing.....pg 3
- Product Spotlight.....pg 4

Coast Guard Acquisition One-Year Anniversary July 2008

By Hunter C. Keeter

WASHINGTON—As the Coast Guard's Acquisition Directorate (CG-9) celebrates its first anniversary, the service also has marked progress delivering capability to the operating force. Ongoing deployments of Rescue 21, the arrival of a fourth HC-144A Ocean Sentry maritime patrol aircraft, the beginning of operational test and evaluation of the first Response Boat-Medium, and delivery of Bertholf (WMSL 750), lead ship of the Legend-class National Security Cutters (NSC) are among many successes since July 2007.

CG-9, which is responsible for a \$27 billion investment portfolio in more than 20 major projects, is re-aligning with product lines managed according to 'integrated program offices.' The change comes as part of the Coast Guard's overall strategy to create a mission support organization with 'systems command'-like capability. The new directorate is delivering comprehensive materiel solutions that meet the full spectrum of requirements from the Coast Guard's functional domains, such as air, surface and ashore.

Integrated Surface Program

Perhaps the hottest news of spring and summer 2008 has been the delivery of Bertholf (WMSL 750) from her shipbuilder Northrop Grumman Ship Systems and her first-tier equipment supplier, Lockheed Martin Maritime Systems & Sensors. In June, Bertholf—the most technologically advanced patrol cutter in Coast Guard history—and her pre-commissioning crew, under Capt. Patrick H. Stadt, made port calls along the Gulf and East Coasts. Her maiden voyage included a stop at Baltimore where the Commandant and Department of Homeland Security Secretary Michael Chertoff toured aboard (see related story).



PASCAGOULA, Miss.—Capt. Patrick H. Stadt, USCGC Bertholf's commanding officer, salutes Rear Adm. Gary T. Blore during the in-commission special ceremony on May 8. Blore leads the Acquisition Directorate, which is responsible for a \$27 billion investment portfolio, including the National Security Cutter project. U.S. Coast Guard photo by Petty Officer 2nd Class Kristofer I. Navarro

Bertholf is now at her home port, Alameda, Calif., where she will be commissioned on the Coast Guard's birthday, August 4. The focus at the Pascagoula, Miss., shipyard now has shifted to completing NSC 2, Woesche (WMSL 751). Lessons learned from constructing, outfitting and testing Bertholf have improved similar processes for the second ship, according to officials at the Project Resident Office, Gulf Coast, which oversees NSC production at the shipyard.

Woesche was launched on July 12, and is more than 60 percent complete. On July 26, the cutter was christened by her sponsor, Marilla Woesche Pivonka, granddaughter of the ship's namesake Adm. Russell R. Woesche. Also beginning construction at Pascagoula is the third NSC, Stratton (WMSL 752). The

Coast Guard plans to acquire a total of eight Legend-class NSCs.

On April 7, Coast Guard Station Little Creek, Va., accepted the first Response Boat-Medium (RB-M), for operational test and evaluation. The RB-M, produced by Manitowoc/Marinette Marine, Inc., and Kvichak Marine Industries, will replace the service's 41-foot and non-standard utility boats with a new vessel capable of extreme maneuvering and equipped with sophisticated command, control and communications equipment.

The Coast Guard currently plans to acquire 180 RB-M, with 30 boats under contract so far. This summer, the second boat is undergoing builder's trials near Seattle. RB-M is in pro-

continued on page 6

Rotary Wing Electro-Optical Sensor System Exemplifies Disciplined Approach to Acquisition

By Lt. Cmdr. Mike Campbell, HH-65/Multimission Cutter Helicopter Deputy Project Manager

On June 10, Coast Guard Acquisition Program Executive Officer, Rear Adm. Ronald J. Rábago, authorized procurement of 69 Star SAFIRE Electro-optical Sensor Systems (ESS), which will be installed on H-65 and H-60 rotary wing aircraft. The move adds capability to two platforms that are among the aviation community's front-line assets for counter drug, port security and search & rescue missions.

The first ESS systems—which improve aircrews' abilities to locate, identify and track surface targets, day or night—have been installed on the MH-65C Dolphin aircraft assigned to the Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON), Jacksonville, Fla.

Already, the equipment has provided enormous capability to support HITRON's counter drug operations in the Caribbean and Eastern Pacific. Since initial deployment, the ESS has supported three interdictions of more than 4,500 pounds of cocaine, worth over \$61 million. Efforts are currently in progress to integrate the ESS into the H-60T Jayhawk conversion project, providing a common sensor system across the Coast Guard's entire rotary wing fleet.

Subsequent to Rear Adm. Rábago's approval, the Coast Guard awarded a \$23.1 million dollar delivery order to FLIR Systems Inc., through a competitively awarded Indefinite Delivery Indefinite Quantity (IDIQ) contract. The contract is managed through the Coast Guard's Aircraft Repair and Supply Center (AR&SC) in Elizabeth City, N.C.

The ESS acquisition team—led by the Aviation Acquisition Program office (CG-931), and executed by the AR&SC's Sensors Division—is deliv-



An AUF-equipped MH-65C of Helicopter Interdiction Squadron (HITRON) rests on a cutter's flight deck in June, displaying the spoils of a recent drug interdiction operation. The ESS sensor turret is just visible beneath the aircraft's nose. On the deck in front of the seized contraband are two M107 .50 caliber rifles. U.S. Coast Guard photo

ering a product with sophisticated image processing algorithms and functionality from cutting-edge military development efforts.

The Star SAFIRE's turret incorporates five payloads: a mid-wave infrared (IR) focal plane array with 10x continuous zoom lens plus a 1.8x optical extender; a daylight Charge-Coupled Device (CCD) camera spotter scope with 10x zoom; a low light electron multiplying CCD camera; an eye-safe laser range finder; and a laser illuminator.

The system makes use of software-controlled image fusion that correlates both IR and low light camera imagery, enhancing the aircrews' ability to read vessel identifying markings at night—a remarkable

capability never before provided by such systems.

R&D Center Support

To aid in the evaluation of the ESS technology, the Coast Guard's own Research & Development (R&D) Center, at Groton, Conn., applied sophisticated tools—including the Multi-Sensor Performance Prediction (MSPP) tool, and Sensor Performance and Optimization Tool (SPOT). These tools have assessed the sensor package's performance and have provided the ESS acquisition team and user community with guidance on the most effective means to operate the system in various mission profiles.

continued on page 5

Project Spotlight: Nationwide Automatic Identification System (NAIS)

The Coast Guard's NAIS project— which will field a network infrastructure that collects, stores, processes and disseminates Automatic Identification System (AIS) data— later this year plans to award a contract for the next increment of capability in this crucial tool for maritime safety and national security.

"The incremental acquisition strategy has been integral to the Coast Guard's early success toward delivering NAIS as a centerpiece for effective Maritime Domain Awareness (MDA)," said NAIS Project Manager, Cmdr. Keith Ingalsbe. "We are very proud of the partnerships we have formed with other government agencies and many Coast Guard centers of excellence, allowing us to leverage an incredible wealth of knowledge and capability."

MDA is a term-of-art that refers to "the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy or environment of the United States," according to the Coast Guard's MDA Directorate (CG-7M) intranet site. The Coast Guard's goals for enhancing MDA include enhancing the ability to detect, deter and defeat threats as early and distant from U.S. interests as possible; enabling accurate and dynamic decision-making; and supporting law enforcement measures that ensure freedom of navigation and the efficient flow of commerce.

NAIS contributes to MDA by monitoring the 'virtual

network' created as AIS-equipped vessels operate in close proximity to one another. The AIS vessel data message format is accepted by the International Maritime Organization as the standard for ship-to-ship, ship-to-shore and shore-to-ship communication of navigation information (including vessel location, course and speed).



SEATTLE—An overview of the Port of Seattle, showing the terminal and Puget Sound in the background. NAIS will help Coast Guard operators improve situational awareness, and will support the Department of Homeland Security and partner agencies as they protect crucial infrastructure from maritime threats. U.S. Coast Guard photo by Petty Officer 3rd Class Tara A. Molle

NAIS monitors AIS message traffic to give decision-makers an overview of maritime activity through United States territorial waters, with the aim of improving collision avoidance, and detecting and classifying potential threats before they reach a U.S. port.

"AIS is quickly becoming

an essential capability to support multiple Coast Guard missions and achieve MDA," Ingalsbe said. "The NAIS Project's objective is to provide highly reliable coverage of our nation's waterways and innovative information processing and sharing capabilities to meet current and future MDA challenges."

In September 2007, the Acquisition Directorate (CG-9) completed on schedule and within budget the production and installation of the first increment of NAIS capability, which includes AIS data reception at 55 crucial ports and nine coastal areas around the United States. With the capability provided by the first increment, the Coast Guard now tracks more than 6,500 AIS-equipped vessels daily via the NAIS-enabled common operational picture, and stores 50–70 million

continued on page 5

continued from page 4

AIS messages per day at the Coast Guard Operations Systems Center.

This spring, industry responded to a request for proposals for the first phase of the second increment, which will provide the core NAIS capability: AIS coverage out to 50 nautical miles and AIS transmit coverage out to 24 nautical miles for the three designated Initial Operational Capability (IOC) Sectors—Delaware Bay, Hampton Roads, Va., and Mobile, Ala. The second phase, to be contracted separately, will implement AIS receive and transmit coverage beyond the first three IOC Sectors nationwide, once IOC is achieved.

On June 19, the project took another step forward as an ORBCOMM commercial communications satellite equipped with AIS capability was successfully launched from Kapustin Yar, Russian Federation. The new concept demonstration satellite (CDS) will test the feasibility and effectiveness of using spacecraft for long-range monitoring of AIS-equipped vessels.

The project's third increment—the acquisition strategy for which will be informed by lessons learned from the CDS and other prototypes—will extend AIS receive coverage out to 2,000 nautical miles and may include AIS capabilities on offshore platforms and deep ocean buoys.

continued from page 3

The R&D Center's recommended default settings will support future integration efforts to automate the sensor package aboard the H-60T and H-65 aircraft. This will allow aircrews to simply select the desired target type and size, as well current search conditions, while the ESS system automatically configures for the optimum search settings.

FLIR Systems Inc.'s ESS has been selected to meet requirements defined by the Coast Guard's Office of Aviation Forces (CG-711). In addition to partnering with the R&D Center, CG-931 and the AR&SC ESS acquisition team worked with the U.S. Navy's Naval Surface Warfare Center (NSWC), Crane Division, Ind.; and the Naval Air Systems Command (NAVAIR), Patuxent River, Md.

The Coast Guard-Navy team conducted a thorough Developmental Test & Evaluation (DT&E) of the ESS to ensure that it met performance requirements. The DT&E consisted of exhaustive laboratory testing, modeling and analysis performed by the NSWC, as well as installed range performance verified through flight testing conducted by NAVAIR with the ESS aboard an MH-65C helicopter.

The acquisition team, led by Lt. John



A close-up view showing the FLIR Systems, Inc. Star SAFIRE III electro-optical sensor turret that is to be mounted aboard Coast Guard MH-60T and MH-65C helicopters. The system includes infrared and daylight cameras, laser range finder, and a laser illuminator. U.S. Coast Guard photo

Lorentz of AR&SC, worked closely with all stakeholders to ensure they had a firm understanding of the user's needs as well as market analysis to confirm that the capabilities required could be produced by industry.

The Coast Guard held a full and open competition, and in Jan 2007 awarded the IDIQ contract. The

contract includes performance-based logistics support, to ensure that the systems FLIR Systems Inc. provides include the required performance and availability to support continuous fleet operations. ■

continued from page 2

duction at Kvichak's Seattle facility. In the fall, Marinette will open a second production line at Green Bay, Wisc.

Integrated Aviation Program

CG-9 has delivered four HC-144A Ocean Sentry maritime patrol aircraft, with a fifth slated for imminent acceptance. Three HC-144As—part of a planned acquisition of 36 aircraft to replace the aging HU-25 Guardian—are at Aviation Training Center, Mobile, Ala. A fourth is at Elizabeth City, NC. The Coast Guard is integrating and testing the new planes with their Mission Systems Pallets (MSP), which are developed by Lockheed Martin. The Coast Guard has accepted three MSPs, following successful developmental test and evaluation in March.

The Ocean Sentry's MSP includes two workstations and electronic surveillance equipment that collect, store and disseminate data from the aircraft's electro-optical and radio frequency sensors. The pallets' communications equipment includes HF, UHF, VHF and satellite radios. These communications links make it possible for the HC-144A aircrew to connect with Coast Guard, DHS and Department of Defense networks, including the Secret Internet Protocol Router Network (SIPRNET) and other classified forums.

The HC-130J Hercules Missionization and Fleet Introduction project, which modernizes equipment aboard the service's six newest long range surveillance aircraft, has delivered three planes that are standing ready at Air Station Elizabeth City, N.C. The project adds command, control and communications equipment that is approximately 85 percent common with that of the HC-144A's MSP, as well new avionics and sensors.

The HC-130H Conversion/Sustain-

ment project, which adds capability and performs a service life extension overhaul to 16 of the service's older long range surveillance planes, in July marked the successful acceptance of the first production Selex-Galileo Seaspray 7500E radar.

The 7500E, which replaces the older AN/APS-173, is an active electronically scanned array radar with lower maintenance requirements and higher performance capabilities. After testing a prototype installation between February and May, the Coast Guard outlined a plan to complete acquisition of the new sensor by 2009, and will achieve full operational capability during fiscal year 2010.

Rotary wing projects, such as the MH-65C Dolphin Conversion/Sustainment, are likewise progressing. The MH-65C project, working with prime contractor Eurocopter and other suppliers (such as Turbomeca), has completed power plant and transmission upgrades of the entire fleet of 102 B-model aircraft, and is continuing modernization efforts. The project already has delivered 17 aircraft equipped for Airborne Use of Force (AUF).

The MH-60T Jayhawk Conversion/Sustainment project office, working with Sikorsky and Lockheed Martin, has completed the first prototype T-model aircraft (with new sensors, avionics and cockpit displays, as well as a new electrical wiring harness and AUF equipment). In cooperation with the U.S. Navy's Commander Operational Test and Evaluation Force (COMOPTEVFOR), the project office will conduct a thorough operational test and evaluation of the modernized aircraft and new equipment.

The Coast Guard has selected an electro-optical sensor system that will be common equipment for both the MH-65C and the MH-60T projects (see related story). The aviation program management team

is considering similar commonality as part of the acquisition strategy for the helicopters' new radar.

Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR)

Exemplary of successes in the C4ISR arena, the Rescue 21 Program already has saved lives, even as production and fielding continue. The new system, developed by the Coast Guard and General Dynamics Information Technology, is standing watch along 16,557 miles of U.S. coastline. The system is in full rate production and is operational at 12 sector command centers, with new stations being added at the rate of one per month. Already, Rescue 21 has been instrumental in saving lives, including several incidents this summer (see related story).

In the coming months, the Acquisition Directorate plans to contract for Increment 2 of the Nationwide Automatic Identification System (NAIS) Project, which will provide AIS receive and transmit coverage in three key sectors (Hampton Roads, Va., Delaware Bay, and Mobile, Ala.) (see related story). Operational capability with NAIS already has been established at 55 crucial ports and coastal areas around the United States.

This year, the Coast Guard established a new major acquisition project, called the Interagency Operation Center (IOC) initiative—formerly Command 21. In compliance with the SAFE Port Act of 2006, the aim of IOC is to establish inter-agency command, control and communications interoperability at high-priority ports in 24 sectors nationwide. Initially, IOC is focused on the development of requirements for three major project elements: sensors, facility upgrades and software.

continued on page 7

continued from page 6

Implementing the Blueprint for Acquisition Reform

In its first year, CG-9 also has made much progress toward achieving Commandant Adm. Thad W. Allen's vision for transforming the Coast Guard's business model for managing and supporting a \$27 billion investment in more than 20 major projects—the largest capital investment program in Coast Guard history.

A look at the budget sheds some light on how dramatically the Coast Guard's modernization investment has grown in the last four decades. In 1978, 1988 and 1998, the service's annual investment grew relatively modestly: \$229.4 million, \$350.3 million and \$370 million, respectively. In 2008, the Acquisition, Construction and Improvement (AC&I) funding request was \$949.3 million, representing an historic high point.

One reason for the sharp increase in the measurement is the consolidation of CG-9, under which the legacy G-A organization (including the now-completed Great Lakes Icebreaker project, and the ongoing Rescue 21 project) have been brought together with the \$24 billion Deepwater Program. Although accounted for in the budget under line items that still use the 'Deepwater' label, in fact the 15 projects of that program have been merged with the G-A projects under newly created integrated program offices, or product lines.

Aligning projects under each product line represents a return to one of the fundamentals of sound acquisition governance: focusing on obtaining specific capabilities that meet defined requirements over the lifetime of a given asset.

A cornerstone of the Coast Guard's plan to focus on life-cycle management, the Acquisition Directorate is part of the service's planned esta-

blishment of a mission support organization, led by Chief of Staff, Vice Admiral Clifford I. Pearson.

Also included in the new organization are the directorates of Human Resources (CG-1), Engineering and Logistics (CG-4) and Command, Control, Communications, Computers and Information Technology (CG-6). Each directorate is responsible for distinct aspects of product life-cycle management, including staffing, contracting, research and development, engineering, production, fielding, sustainment and disposal.

As the elements of the mission support organization are brought together, the Coast Guard is developing capabilities that, while vastly smaller in scope, are comparable to the 'systems commands' that evolved in the other military services. In the Navy and Air Force, systems commands are responsible for developing, procuring and supporting mission platforms and equipment. While the Coast Guard will not have the budget or infrastructure of the Defense Department's systems commands, CG-9 and its partners already have achieved similar functionality.

Meanwhile, the Acquisition Directorate is beginning the second year of implementing a new business strategy called the Blueprint for Acquisition Reform. The Blueprint outlines changes that affect every aspect of how the Coast Guard does business, including organizational alignment and leadership; policies and procedures; human capital; and knowledge management.

During the last 12 months, CG-9 has achieved more than half of the Blueprint's long-term goals. Accomplishments include hiring a Head Contracting Authority to strengthen contracting and centralize procurement management, and establishing internal oversight staff for acquisition governance.

Additionally, (re-emphasizing the

role of Coast Guard technical authorities in acquisition projects) CG-9 has implemented a third-party review process for assessing program progress, determining technical maturity and verifying design stability.

Developing an updated approach to acquisition policies and procedures, the Coast Guard will publish a new edition of the Major Systems Acquisition Manual (MSAM), and also ensure that projects align with current DHS, Coast Guard and Federal Government regulations.

The directorate has hired more than 100 new workers during 2007-08, and has revamped its approaches to training, making use of resources such as the Defense Acquisition University and the Naval Postgraduate School to ensure program management staff earn the required levels of acquisition certification.

Finally, CG-9 has implemented a variety of tools, including an earned value management system, the Acquisition Performance Management System (APMS), and input from other Coast Guard accounting systems, to track and measure data related to program cost and performance. ■

**What a
difference a
year makes.**



Acquisition
Directorate

**Mission
execution
begins here.**

continued from page 1

fully automated Combat Information Center (CIC) and pilot house.

The CIC features interchangeable work stations, which allow the crew to rapidly gather information from mission systems such as the AN/SPS-73 surface search radar, AN/SLQ-32 electronic warfare system, and AN/SPQ-9B fire control radar, as well as electro-optical video screens displaying a lookout's-eye view of the seas ahead of the ship.

"You can easily see the 'big picture,'" said Operations Specialist Second Class Jean Latimer, describing the ability to switch rapidly between sensors while standing watch.

Bertholf's 'point-and-click' capabilities also provide access to the engine room and damage control facilities. The ship's Combined Diesel and Gas Turbine (CODAG) power plant includes two MTU V20 1163 diesel engines and single LM 2500 gas turbine, which can be operated all together or separately. The entire system can be controlled from a single computer station, using video screens and a track-ball.

Through the ship's computer network, the power plant may be fully controlled from the pilot house as well as from the three damage control repair stations throughout the ship.

"It's an outstanding system," said Machinery Technician First Class Lee Jackson, describing the interchangeable large display screens that allow a single watchstander to both control the engine systems and rapidly diagnose any difficulties.

Commandant's Praise

Coast Guard Commandant Adm. Thad W. Allen, who attended *Bertholf's* port visit, said the ship brought major improvements, but he reserved his

strongest praise for *Bertholf's* crew.

"A ship is just a ship; it comes to life when the crew comes aboard," he said. "I'm [also] extremely proud of the new Acquisition corps in the Coast Guard."

Throughout *Bertholf's* construction (from keel-laying in 2004 to delivery this May) the Acquisition Directorate (CG-9) has worked closely with the ship's builders at Northrop-Grumman Ship System Pascagoula, Miss., and the U.S. Navy's Board of Inspection and Survey (INSURV).

Following acceptance trials this spring, INSURV complimented the ship, acquisition project staff, and shipbuilders, writing that *Bertholf* "was found to be a ... testament to the superb quality assurance oversight provided during ship construction and testing by the U.S.C.G. Project Managers Representative Office (PMRO) and the Navy Supervisor of Shipbuilding (SOS) Gulf Coast."

In addition to its sophisticated electronics and engineering systems, *Bertholf* has a number of other advanced features. Two of these systems got intensive use during the recent transit from Pascagoula on Mississippi's Gulf Coast: a waterline 'rescue hatch' located on the starboard side at the waterline, and the stern ramp, which allows for rapid launching of the *Bertholf's* Short Range Prosecutor boats.

"We were able to reduce the time for a man overboard exercise to less than five minutes," OS2 Latimer said, comparing the rapid time to the minimum 10 minutes required to launch a boat using side davits on older cutters.

The rescue hatch allows personnel and supply transfers between the *Bertholf* and small boats alongside, without requiring rigging a side accommodation ladder or hoisting a

boat from the sea.

"It makes rescues and transfers much safer and easier," said Damage Controlman Third Class Stephen Russell.

Working with all the new systems and capabilities has been vital for the crew. While they had plenty to learn during two years of schooling prior to moving aboard *Bertholf* in May, about 20 percent of the crew had never been to sea. So the cutter's maiden voyage has been an opportunity for the crew to "get their sea legs and build on the knowledge they had gained in training," Lt. Pecora said.

When the crew are not on duty, they make use of another innovation aboard *Bertholf*. In contrast to older cutters, which featured make-do athletic facilities, the crew has a small, but fully equipped gym, with treadmills, exercise machines, and free weights.

"It gets a lot of use at sea; it helps us stay in shape," Russell said.

The crew also enjoy living quarters that are much more spacious than those aboard legacy cutters. All enlisted personnel are billeted in six-person berthing compartments, each equipped with flat-panel television monitors for entertainment and training.

Following the port call, *Bertholf* continued work ups and other training activities while transiting to her home port, Alameda, Calif. *Bertholf* will be commissioned on Aug. 4, the Coast Guard's birthday.

Pecora noted that the crew had one major hope for their voyage to Alameda: "We're all hoping for a drug bust on the way around. We all want to prove we're *Bertholf*, we're here, we're ready." ■