



Delivering the Goods

News from the U.S. Coast Guard Acquisition Directorate

January 2008

Commandant: Coast Guard, Navy to Discuss Common Mission Systems, Ships

By Hunter C. Keeter

In the coming months, the Coast Guard and the US Navy will confer on commonality in shipbuilding projects, including shared mission systems—such as weapons and command & control—and the possibility of using the same hull forms—such as the National Security Cutter (NSC) and the Littoral Combat Ship (LCS). According to USCG Commandant Adm. Thad W. Allen, the latter concept will be “the primary agenda item” at war fighter talks to be held in February with Chief of Naval Operations, Adm. Gary Roughead.

“I do believe that sooner or later we need to engage in the discussion about the application of these hulls [NSC and LCS] to missions,” Adm. Allen on Jan. 16 told the audience at the Surface Navy Association’s annual symposium in Arlington, Va. “There are some places where the NSC will effectively carry out long range missions as a platform that could be useful to the [Navy’s] Global Fleet Stations concept and other elements of the maritime strategy. On the other hand, the speed and pounce capability and the mission packages that are contemplated for the LCS might be useful to the Coast Guard in areas that we operate in.”

NSC is the Coast Guard’s newest and most sophisticated cutter. The first in class, Bertholf, is more than 95 percent complete and recently concluded machinery trials. The LCS is a Navy project to develop high-speed, modular warships capable of combat operations in the world’s littoral or coastal regions. The LCS hulls would be fitted out with mission packages (including



WASHINGTON--From left, Commandant of the Marine Corps Gen. James T. Conway, Chief of Naval Operations Adm. Gary Roughead and Commandant of the Coast Guard Adm. Thad W. Allen during Dec. 13 testimony before the House Armed Services Committee on the unified maritime strategy. (US Navy photo by Petty Officer 1st Class Tiffini Jones)

weapons, sensors and off-board autonomous vehicles) tailored to mine warfare, anti-submarine warfare and surface strike.

The NSC and LCS have been designed for very different concepts of operation. The Coast Guard puts a premium on endurance, radii of operation and sea keeping capabilities for its cutters. Cutter crews typically operate independently from one another and far from shore, in harsh environmental conditions—as found in the North Pacific and Bearing Sea, or off the west coast of South America.

In contrast, naval warships such as the LCS have been designed to emphasize agility, flexibility, speed and combat survivability with defined radii of operation relative to a carrier strike group or expeditionary strike group. Conceptually, LCS also would operate in the presence of an oiler for underway refueling.

“I think we all need to understand that there are specific reasons why we have [distinct] LCS and NSC [projects],” Allen said.

From an acquisition management perspective, differences in both services’ concepts of operation have been translated into very different ships. However, the Commandant noted that the two services already have looked at systems and sub-systems commonality, such as sharing the 57mm gun, joint use of fire control systems, radar, electronic warfare gear, as well as generator sets and other equipment.

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Allen added that as requirements for one of the Coast Guard's other new shipbuilding projects, the Offshore Patrol Cutter, come into sharper focus this year, the way forward for further inter-service commonality will be clearer.

Meanwhile, the USCG Acquisition Directorate and industry anticipate Bertholf's delivery this spring. Allen

said his main focus was on the successful completion of sea trials, and making sure that the new cutter meets TEMPEST regulations for electronic emissions security.

The Coast Guard and Navy have a long history of cooperation, including the development of joint strategies for maritime security and defense. The latest version,

a "Cooperative Strategy for 21st Century Seapower," was published Oct. 17, 2007, at the International Seapower Symposium in Newport, RI. The strategy focuses on complementary approaches to maritime operations to protect economic interests, project national influence in the form of seapower, and foster positive global relationships and partnerships. ■

Rescue 21 Hosts Successful Demonstration in New York

By PA2 Thomas W. McKenzie

The Rescue 21 acceptance ceremony and demonstration day for Sectors New York and Delaware Bay was held on Jan. 9, officially adding 1,589 miles of coastline to those already under watch by the system. Rescue 21 now covers more than 10,600 miles of coast.

Rear Adm. Ronald J. Rábago, Coast Guard Program Executive Officer and Director of Acquisition Programs stressed the ability of the system to "hear the call."

"The legacy system was a system of radio towers," Rábago said. "All they could do was hear the signal. By having that signal hit maybe two or three towers, you could tell a general area where someone might be in distress, but you could not pinpoint it."

Capt. Robert R. O'Brien, Jr., Commander, Coast Guard Sector New York and Captain of the Port of New York/New Jersey stepped away from the podium and spoke directly to members of the media, sharing his past experience with hoax calls and the importance of preventing unnecessary crew fatigue.



STATEN ISLAND, New York--Rear Adm. Ronald J. Rábago, Coast Guard Program Executive Officer and Director of Acquisition Programs, discusses Rescue 21 with a member of the local media during a Jan. 9 demonstration. (Official Coast Guard photo by PA3 Angelina Rorison)

"We could spend as many as 12 to 24 hours in cold weather, up to 26 hours in warm weather with many Coast Guard units searching, just trying to find somebody who called," said O'Brien.

Also present at the ceremony was Capt. Mike Christian, Rescue 21 Project Manager. Christian emphasized Rescue 21's capability to identify the direction of likely hoax calls and prevent unnecessary waste of resources, helping to maintain Coast Guard readiness

and response to authentic distress calls.

"We've had calls from people saying that they're in distress in the water, but Rescue 21 indicates they're on land," he said.

The Rescue 21 Strategic Communications Team is already working on similar events scheduled for Jacksonville, Fla., Hampton Roads, Va., and Miami. ■

FOREIGN MILITARY SALES NEWS:

At the start of 2008, the Coast Guard Acquisition Directorate is building on its successful Foreign Military Sales (FMS) program. Ongoing contract negotiations with the Iraqi government began in November 2007 for a case involving 26 Response Boats-Small (RB-S). A second FMS case for Iraq involving 50 outboard motors, special tools and training is pending country signature. In May and December 2007, respectively, the governments of Kuwait and Bahrain expressed interest in small boats, with formal requests pending. Meanwhile, the governments of Italy and Qatar have expressed interest in the Coast Guard's C-130J Long range Surveillance Aircraft mission system upgrades.

With Relocation Underway, the USCG R&D Center Reflects on a Year of Accomplishments and Change

By USCG R&D Center Staff

The USCG Research and Development (R&D) Center will continue a trend of significant progress and change as it moves to a new location at Fort Trumbull, Conn. After 37 years at the University of Connecticut Avery Point Campus, Groton, the Center will move to modern facilities tailored to meet Coast Guard needs well into the future, according to officials.

"The new spaces will be a significant improvement and provide professional office spaces for a professional staff," said Capt. Thomas W. Jones, the R&D Center's commanding officer. "The building will be rehabbed and ready for occupancy by December 2008"

The R&D Center's move to its new 42,000 square foot office is a joint effort between the Coast Guard, the General Services Administration (GSA) and a local Connecticut developer. The new facility is located across the

Thames River from Avery Point, in the Fort Trumbull area of New London.

With the move, the R&D Center remains close to local Coast Guard resources—such as Station New London, the Coast Guard Academy, and Sector Long Island Sound—as well as to frequently partnered Department of Defense research centers, including the Naval Submarine Medical Research Laboratory (NSMRL) in Groton; the Naval Undersea Warfare Center (NUWC) in Newport, RI; and the Army Soldier Systems Center in Natick, Mass.

In addition to planning and executing the move, the R&D center looks back on a busy year of significant change in 2007. The facility has transitioned to the Acquisition Directorate (CG-9), under the Research, Development, Test & Evaluation Program Office.

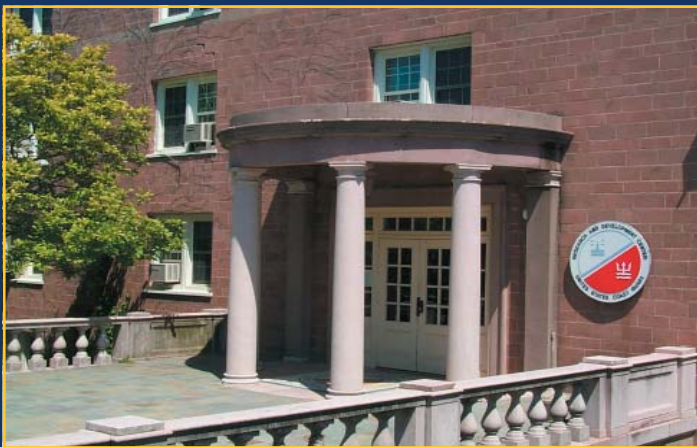
The R&D center also is reorganizing

internally as a result of winning two A-76 Competitive Sourcing competitions. A-76 refers to an Office of Management and Budget process for comparing the costs of government and commercial activities.

During 2007, the R&D Center made a number of accomplishments, including the start of a new Alternatives Analysis in support of the Deepwater Program, which is the Coast Guard's largest capital investment (\$24 billion over 25 years) for developing and acquiring a new generation of aircraft, cutters and mission systems.

The R&D Center also developed a maritime biometric identification system that contributes to illegal migrant interdiction and other vital Coast guard missions. In support of the Coast Guard's role in environmental protection, the Center analyzed technologies to prevent the spread of non-indigenous species by the maritime

The USCG Research and Development Center Moves to a New Location



The USCG Research and Development Center's current home at the Avery Point campus of the University of Connecticut, Groton. (R&D Center Photo)



The Research and Development Center's new home, featuring 42,000 square feet of professional office space, is nearing completion at Fort Trumbull, New London, Conn. (R&D Center Photo)

industry, and developed improved oil spill detection and recovery methods.

For the ongoing Nationwide Automatic Identification System (NAIS) acquisition, the R&D Center has developed AIS technology and provided significant project support to Increment 1. NAIS has completed Increment 1, with receive capability having been installed at 165 AIS sites, in 55 designated crucial ports and nine coastal areas. In December the Coast Guard released a request for proposals from industry for Increment 2, which will add transmit and other capabilities to the AIS sites.

The R&D Center has developed and prototyped tactical wireless connectivity for Coast Guard boarding teams. The R&D center also provides vital support in the form of decision aides to help

identify and stop suspect vessels, and non-lethal weapons for Coast Guard boarding teams to use during the end-game of a search and seizure.

Other accomplishments during 2007 included improvements to environmental data input for search & rescue planning. The Center has completed a study of the use of unmanned aerial systems in future acquisitions. Finally, the Center is developing demonstrating network-centric data sharing and security technologies for maritime domain awareness, a joint USN-USCG concept to improve situational awareness based on actionable information collected and shared throughout the maritime operations area.

Leveraging their experience in Coast Guard acquisitions and operations, the Center's staff provides crucial decision making

tools for Coast Guard leaders. The R&D Center is a go-to Coast Guard resource for scientific knowledge and capabilities, providing innovative and adaptive research, development, testing, evaluation, analysis, and technology solutions for the maritime environment to enhance current and future asset acquisition and mission execution.

In 2008, the R&D Center's project portfolio includes approximately 80 projects that support Coast Guard programs such as: port security the Deployable Operations Group, boarding team capability, compliance technology, sensors, search & rescue, non-indigenous species, weapons of mass destruction countermeasures, oil spill response, and acquisition support. ■

Dear Master Chief Wells,

After advertising the increased patrol/coverage area of the National Security Cutter, we now hear that the coverage area will be less. Why?

Answer:

Thanks for the great question. The National Security Cutter (NSC) will meet its requirements and is capable of patrolling to 12,000 nautical miles range with 60 days endurance. However, as a result of the Coast Guard having suspended the Vertical take-off and landing Unmanned Aerial Vehicle (VUAV) project, the NSC must make-up some of its patrol surveillance coverage in other ways. The cutter will have very capable off-board platforms and systems, including stern launched cutter boats such as the Long Range Interceptor, which will be capable of over-the-horizon operations. The NSC's flight deck and dual hangar facilities are capable of launching and recovering the Coast Guard's MH-65C and HH-60T helicopters, as well as compatible NATO aircraft. We intend to address the NSC's full area coverage requirement through the use of fixed and rotary wing aircraft.

—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 or acquisitionwebsite@uscg.mil.]

