

DELIVERING THE GOODS

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FEATURE ARTICLE

Sectors Readying for FRCs

Pier and Building Makeovers for Miami, Key West and San Juan

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**Acquisition
Directorate**

Coast Guard Sectors Miami, Key West and San Juan Ready for Arrival of New FRCs

By Michael Valliant

As the Coast Guard delivers new 154-foot Sentinel-class Fast Response Cutters (FRC) to replace aging 110-foot Island-class patrol boats, three sectors in the service's 7th District will receive the first 18: six to Miami, followed by six to Key West, Fla., and six to San Juan, Puerto Rico.

Office (APO) ensures that cutters are smoothly integrated into the Coast Guard fleet for lifecycle support and maintenance.

Sectors Miami and Key West

With the delivery of Coast Guard Cutter Bernard C. Webber to



The Coast Guard Cutter Richard Etheridge is tied up at the refurbished pier at Sector Key West, Fla. The Major Acquisition Systems Infrastructure program ensured that critical waterfront infrastructure was in place to accommodate the six new 154-foot Fast Response Cutters that will be homeported there. U.S. Coast Guard photo by Petty Officer 2nd Class Michele Church.

But readying sectors for delivery is more complex than simply swapping a 110-foot cutter for a 154-foot one. In the Coast Guard's Acquisition Directorate, the Major Acquisition Systems Infrastructure (MASI) program ensures that sectors have adequate physical infrastructure in place to support the new cutters, and the Asset Project

Sector Miami on Feb. 10, the service ensured that the waterfront infrastructure was in place before the first-in-class FRC arrived. The MASI program turned to the Coast Guard's Office of Civil Engineering for project planning and oversight, as well as the Facilities Design and Construction Center at Norfolk, Va., for execution.

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A 10,000-square-foot building is under construction at Coast Guard Sector Key West, Fla., to meet maintenance, storage and personnel requirements for the new Fast Response Cutters that will be homeported there. U.S. Coast Guard photo.

“The key thing in Miami is to have the ability to tie the FRCs up and plug them in as they arrive, so the drive was there to get the waterfront project completed,” said Lt. Cmdr. Pete Maldini, the APO’s lead civil engineer. “That project was completed in February, in time for the delivery of FRC Webber.”

The MASI program often accomplishes its homeport work in two phases, with waterfront work occurring first, followed by shoreside facilities work, such as maintenance, storage and personnel buildings.

The facilities phase for Sector Miami, which is 60 percent complete and will be finished later this year, includes construction of a 10,000-square-foot support building and other base renovations for the Maintenance Augmentation Team (MAT) that works ashore to maintain cutters. The total cost for waterfront and facility work is \$10 million.

A \$10.5 million contract was also awarded for the Key West waterfront and facilities work, which is now 25 percent complete and should be finished by the end of 2012.

“The work is very similar in structure to Miami, providing services for six homeported cutters, a roughly 10,000-square-foot building, and repurposing existing MAT space into space specifically for the FRC MAT,” Maldini said.

Sector San Juan

For Sector San Juan, it will take the Coast Guard more than twice the work and money to complete infrastructure improvements.

“In San Juan, on the waterfront side, the piers are not suitable now for FRCs due to both their length and their spacing,” Maldini said. “We have to come in and demolish and rebuild basically the entire waterfront in order to accommodate six FRCs.”

The Coast Guard must also sustain operations during the 24- to 30-month construction timeframe.

“We have to be able to maintain two piers at all times, for small boats and also for the 110s currently homeported there that need a place to come in and tie up,” Maldini said. “Beyond that, there is an existing vessel support building that is not sized properly for the increased number and complexity of the cutters. We are basically repurposing and adding on to create a 10,000-square-foot building, with half of it directly supporting the FRC and the other half directly supporting Sector San Juan facilities.”

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- Lt. Cmdr. Pete Maldini

In addition, while wharf renovations at Miami and Key West were relatively minor, more than half of San Juan’s wharf structure needs substantial rebuilding due to its current condition and configuration, said MASI Program Manager Cmdr. Rob Hengst.

“We have to do a much larger structural repair, structural piers, and the entire infrastructure that goes in to support the asset—the electrical and all the other services,” Hengst said.

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A 10,000-square-foot support building at Coast Guard Sector Miami is under construction in anticipation of the six new 154-foot Fast Response Cutters that will be homeported there. U.S. Coast Guard photo.

The Coast Guard awarded a \$16.3 million contract for the waterside work in February. The facilities work is currently in the design phase, with a contract award planned for later this year. All of the work should be completed in 2014, with the first FRC scheduled to be delivered to San Juan during fiscal year 2015.

Logistics as Part of Acquisition

The MASI program works with acquisition projects like the FRC to identify their infrastructure needs and keep abreast of delivery schedules for new assets. Meanwhile, the Coast Guard decides where and in what order to homeport its new assets largely based upon what areas have the greatest need and gap in mission capability.

Once the decision is made, the MASI program plans and budgets for those sectors to have the necessary infrastructure in place. They quickly turn to the Office of Civil Engineering, which includes planners who assess infrastructure feasibility, estimate costs and oversee the actual design and construction. When the Office of Civil Engineering has an approved plan and monies from the Acquisition Directorate to execute the project, it is assigned to the FDCC. Simple jobs are usually designed in-house by the service's engi-

neers, while more complex jobs are contracted out, with one contractor to both design and build the project.

For infrastructure to be ready in time for a new asset delivery, the Office of Civil Engineering needs about three years for planning, design and construction in the contiguous United States and about four years for projects in Alaska, Hawaii and the outlying territories.

“Thinking about these kinds of logistics as part of the acquisition has allowed the Coast Guard to be better prepared when the assets arrive for service.”
- Cmdr. Rob Hengst

“MASI is taking care of logistics, engineering and facilities, all the support and structures that have become a part of the overall acquisition process,” Hengst said. “Thinking about these kinds of logistics as part of the acquisition has allowed the Coast Guard to be better prepared when the assets arrive for service.”

For more information on the acquisition logistics, please visit <http://www.uscg.mil/acquisition/logistics/>.



A new mooring bollard is part of the upgrades made to the pier at Coast Guard Sector Key West, Fla., to accommodate new Fast Response Cutters. U.S. Coast Guard photo.

First Order Awarded in LRI-II Contract

On June 4, the Coast Guard awarded a new five-year contract, worth up to \$10.2 million if all options are exercised, to MetalCraft Marine U.S. of Cape Vincent, N.Y., for the 35-foot Long Range Interceptor II (LRI-II) cutter boat project.

Under the contract, the service has placed its first order, valued at \$847,819, to procure one hull, as well as spare parts, training and other equipment. The Coast Guard has options to procure up to a total of 10 boats. These include eight LRI-IIs for the Coast Guard to deploy aboard National Security Cutters and two other boats that could be ordered by partner agencies.

The LRI-II's high speed—more than 38 knots—and range of more than 220 nautical miles significantly improve the host Coast Guard cutter's mission capabilities, particularly in migrant interdiction and rescue and assistance. The boat's strong aluminum hull will



A conceptual rendering of the 35-foot Long Range Interceptor II. A contract worth up to \$10.2 million was awarded to MetalCraft Marine U.S. of Cape Vincent, N.Y., on June 4 for procurement of up to 10 new boats.

make it possible for crews to operate in up to sea state 5 (10- to 12-foot waves) and able to survive the harsh conditions of low sea state 6 (up to 13-foot waves). The LRI-II will have five shock-mitigating seats for five crew members, plus additional shock-mitigating seating for 10 passengers or advanced boarding teams. Additionally, it includes a three-sided deckhouse to

protect the crew, with access directly to the side deck from the outboard seats, port and starboard.

For more information on the LRI-II, please visit <http://www.uscg.mil/acquisition/boats/>.

Rescue 21 Maintenance Contract Extended

On March 30, the Coast Guard awarded a contract for continued technical support, maintenance, engineering updates and program management of fielded Rescue 21 systems and equipment to General Dynamics C4 Systems (GDC4S). The total contract, if all options are exercised through 2015, is valued at \$176.2 million.

Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system to locate mariners in distress and save lives and property at sea.

The support contract continues the operation of a customer care center in Scottsdale, Ariz., which coordinates all Rescue 21 preventive and corrective maintenance and technical support for Coast Guard users. The center deploys field technicians to maintain and upgrade systems and respond to casualties, maintains Rescue 21 disaster recovery equipment to enable fast restoration in the event of a natural disaster, and keeps spare parts within each Coast Guard district for ongoing maintenance. The contractor also identifies potential upgrades, as well as diminishing manufacturing sources and material shortages, to help plan for obsolescence and mitigate disruptions.

To train Coast Guard command center personnel and the service's response partners, Rescue 21 training suites will be staffed and maintained at Coast Guard Training Centers Petaluma, Calif., and Yorktown, Va., as well as at U.S. Customs and Border Protection's National Law Enforcement Communications Center in Orlando, Fla.

For more information on Rescue 21, please visit <http://www.uscg.mil/acquisition/rescue21/>.

MEP to Complete Island-Class Overhaul



The Coast Guard Cutter Chandeleur, a 110-foot Island-class patrol boat, is drydocked in the Coast Guard Yard at Curtis Bay, Md., to undergo major refurbishing as part of the Mission Effectiveness Project. U.S. Coast Guard photo.

In July, Coast Guard Cutter Chandeleur is scheduled to depart the Coast Guard Yard at Curtis Bay, Md., after a nine-month overhaul, marking the last of 17 110-foot Island-class patrol boats (WPB) scheduled for major refurbishing under the Mission Effectiveness Project (MEP).

The project, which last passed a major milestone at the end of fiscal year 2010 with the completion of the 210-foot Medium Endurance Cutter (WMEC) MEP segment, provides selected equipment upgrades and enhancements to increase cutter service age and performance. Under the WPB segment of the project, 17 of the fleet's 49 Island-class patrol boats now have much-needed hull and structural improvements. The Coast Guard also has replaced obsolete, unsupported and maintenance-intensive equipment during all MEP availabilities.

The 270-foot WMECs will finish MEP by August 2014, when Coast Guard Cutter Mohawk is scheduled to depart the yard, completing the project.

According to MEP Deputy Program Manager Cmdr. Patrick Schmidt, MEP already has shown positive results. The cutters delivered so far have done well against the Coast Guard Commandant's benchmark for achieving, by 2015, a rate of 72 percent of time

free from major engineering casualties, as measured by the Department of Transportation's Volpe Center. As of the second quarter of fiscal year 2012, the 270s have achieved a rate of 74 percent, the 210s a rate of 71 percent and the 110s a rate of 79 percent.

For more information on the MEP, please visit <http://www.uscg.mil/acquisition/MEP/>.

did you know?

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The Coast Guard has reached the halfway point in deploying technology demonstrations of

WatchKeeper information-sharing and management system software to 35 key port locations. WatchKeeper is a key component of new Interagency Operations Centers, which are designed to support integration and coordination of maritime security activities across multiple agencies.

Acquisition Profile: Rick Seitz

HC-130H/J Project Manager

By Rebekah Gordon

When Rick Seitz, a former U.S. Air Force maintenance officer working on F-16 fighter jets, was told in 1993 to report for duty at Little Rock Air Force Base, Ark., to work on unfamiliar C-130 transport aircraft, he wasn't exactly pleased.

"But it turned out to be the best assignment, best airplane and best people. It was just a whole different way of doing business, and it was very mission-oriented," Seitz said. "And we were involved in everything, every week, from transporting the president to missions out of Bosnia."

"I can talk directly to the operators and get feedback about what's going right, and, more importantly, what's going wrong."

Today, Seitz is the Coast Guard Acquisition Directorate's project manager for the HC-130H and HC-130J Long Range Surveillance aircraft acquisition project. Since 2006, he has been responsible for both upgrading legacy HC-130H Hercules aircraft and acquiring new, fully missionized HC-130J Super Hercules.

Seitz relishes that the small size of the Coast Guard allows him to

work closely with both the aircraft and the operators who use it.

"There're not so many different layers of bureaucracy between me and the front line," he said. "I can talk directly to the operators and get feedback about what's going right, and, more importantly, what's going wrong."

Born in Brazil to a U.S. Army family, Seitz attended Kansas State University and received his commission through ROTC. While in the Air Force, he also obtained a Master of Science in aeronautical science from Embry-Riddle Aeronautical University. After retiring, Seitz worked briefly in Little Rock and then came to Washington, working for eight years as a contractor supporting Air Force acquisition and logistics, as well as Coast Guard C-130 acquisition, before becoming a civilian at the Coast Guard in 2006.

In his HC-130H/J project manager role, Seitz has learned that the key to a successful acquisition project is to not give up because of a setback.

"We have to be able to convince folks in Congress, the Department of Homeland Security and Coast Guard leadership that what we're doing will provide the capability that's required in order to complete the mission," Seitz said. "Every time we come up to



Rick Seitz, HC 130H/J Project Manager. U.S. Coast Guard photo by Petty Officer 1st Class Andrew Kendrick.

a roadblock and somebody tells us no, what I've discovered is that, with the caliber of people that we have around here and the help that we're getting from the folks out in the field, there's always a way. You've just got to find it."

When he's not working, Seitz is an avid skier, golfer and bicyclist, riding about 100 miles a week in the summer, both as a means of commuting and for recreation with the Potomac Peddlers, the Washington Metropolitan Area's largest cycling club.

But there is no mistaking his love for the HC-130.

"I get to be around airplanes. We're in the airplane business," Seitz said as he pointed to one of many Hercules photos in his office. "That's what makes this job so cool."



*Master Chief Petty Officer
Brett Ayer*

ASK THE MASTER CHIEF

Q.

I know the Coast Guard is working on larger unmanned aircraft systems (UASs), but what about smaller, tactical UASs? They look like a perfect fit for our missions.

A.

I think a lot of people in the Coast Guard would agree with you. In fact, we are looking very closely at possibly using smaller, tactical UASs to support our missions.

While awaiting a major acquisition, such as the U.S. Navy's Fire Scout, the Coast Guard is considering acquiring a small UAS to outfit the National Security Cutter with an interim, cost-effective capability. This summer, the Coast Guard's Research and Development Center plans to conduct a technical demonstration of the small UAS ScanEagle aboard the Coast Guard Cutter Stratton.

When we refer to a UAS, we are talking about a true system that includes not just the flying pilotless drone, known as the unmanned aerial vehicle (UAV), but also a ground control station, data links and so on. Small UASs have many potential advantages, including relatively low operational costs, decreased footprints on our cutters—where space is always an issue—and the ability to deploy and recover rapidly. For our purposes, however, these systems are still under development.

One of the most significant issues is what the aviation world refers to as airspace deconfliction, which is the science of making sure two aircraft do not end up in the same place at the same time. The Federal Aviation Administration (FAA) has some significant concerns about how to manage deconfliction with drone UAVs, and the answer is not as easy as it would seem. Due to their size, these drone UAVs are very difficult for pilots to see. Combine this with our normal areas of operation, which are coastal zones with significant air traffic, and you begin to understand the potential problems. The Coast Guard is working with the Navy and the FAA to develop a safe method to operate UASs off of Coast Guard cutters.



A ScanEagle unmanned aerial vehicle is demonstrated at Naval Surface Warfare Center Dahlgren Division at Dahlgren, Va., on May 3. The ScanEagle is scheduled to be demonstrated aboard a National Security Cutter this summer. U.S. Coast Guard photo by Petty Officer 1st Class Andrew Kendrick.

The Acquisition Directorate has a UAS project office and is working to evaluate and develop these systems to the point where they can be deployed to support our missions. My guess is that, in the future, they will become an effective and economical part of our everyday operations.

To submit a question for an upcoming Acquisition Directorate newsletter, please e-mail Master Chief Petty Officer Brett F. Ayer directly at Brett.F.Ayer@uscg.mil.

Please send any feedback or story ideas to acquisitionweb@uscg.mil.

Front cover: U.S. Coast Guard photo by Lt. James Ellsworth.