COAST GUARD

ISSUE 3 2020
USCG MIL MAGAZINE

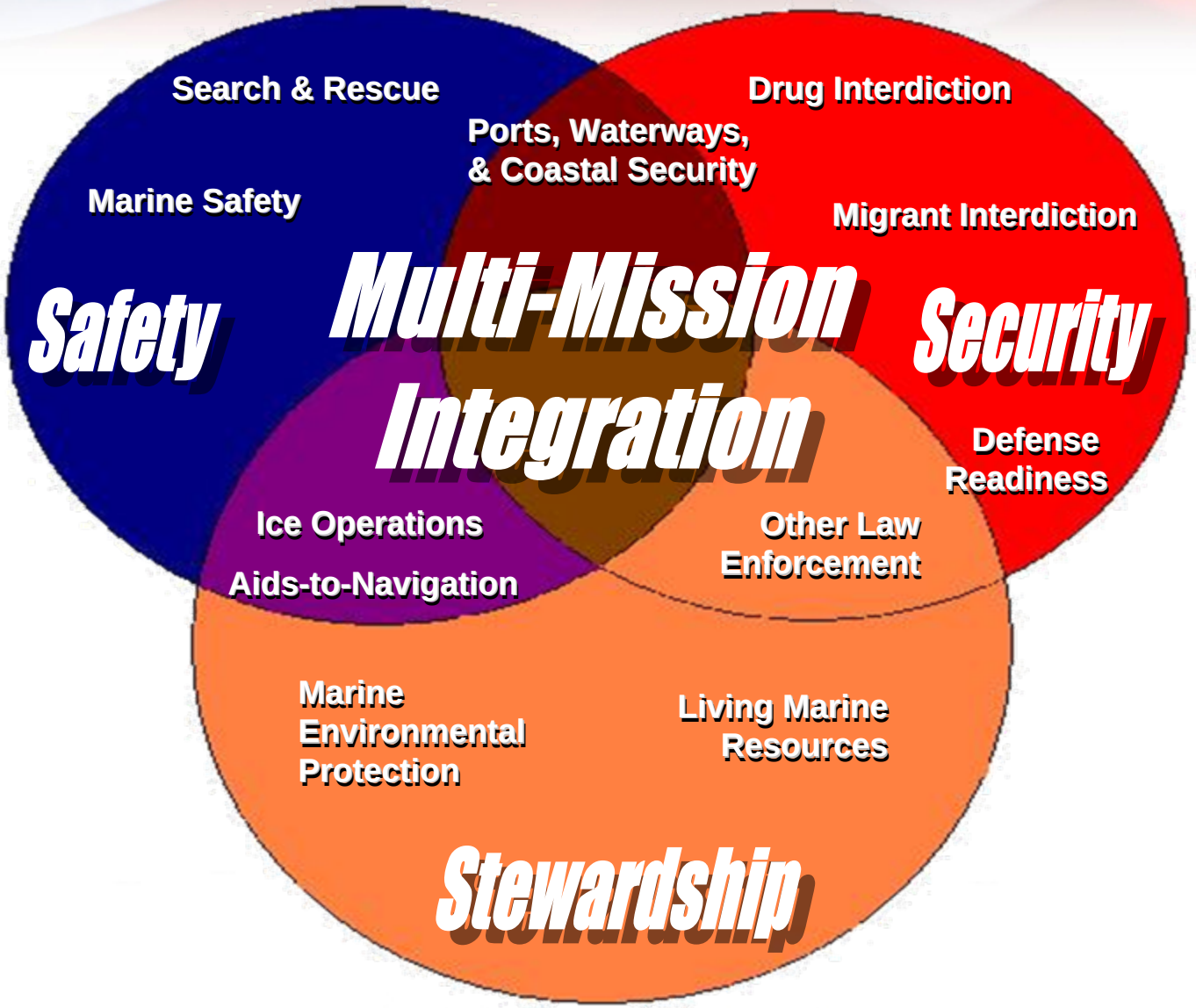
MODERNIZATION

RBM • 57mm • MH-65c • DCMS

COAST GUARD FUTURE

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 HH-65 helicopter Feb. 11. The flagship in the Coast Guard's first new class of large cutters in 25 years, Bertholf is the Coast Guard's largest ever patrol cutter.

Protecting U.S. Maritime Interests Through Multi-Mission Integration



Mr. Dana Goward – CG-51

Dana A. Goward is the US Coast Guard's Director of Assessment, Integration and Risk Management. The Coast Guard by law is responsible for performing in eleven separate maritime safety, security and stewardship mission areas. Mr. Goward and his team unify these efforts into a single service performance plan and budget. He is also leads the Coast Guard's mission assessment and risk management programs, is Co-Chair of the DHS Geospatial, Position, Navigation and Timing Executive Committee, and serves as the DHS and Coast Guard Executive Agent for Maritime Domain Awareness.

He is a retired Coast Guard officer who, when on active duty, served afloat, as a federal magistrate, as a regional director of human resources, and as the director of the world's largest public safety and security boat operation. Most of his military career, however, was spent as a helicopter pilot and he was the commanding officer of the Coast Guard's air station in New Orleans. He is the recipient of the Air Medal and Helicopter Association International Igor Sikorsky Award for the rescue of two fishermen at the height of a hurricane; a commendation for his creation of the Coast Guard's helicopter rescue swimmer program; and the Legion of Merit for transformation of US Coast Guard boat operations.

Mr. Goward is a graduate of the US Coast Guard Academy, naval flight training, the Navy's Aviation Safety program, the Naval Postgraduate School, and holds a certificate in Human Performance from the University of New Orleans.

Dana A. Goward
Director, Assessment, Integration,
and Risk Management
U. S. Coast Guard

Strategic Intent to inform Budget and Acquisitions

November, 2008

Creating and Sustaining Strategic Intent
in the
U.S. Coast Guard

Version 2.0 • July 2008

The U.S. Coast Guard Strategy
for
Maritime Safety, Security, and Stewardship

WASHINGTON, D.C.

UNITED STATES COAST GUARD

(MISSION)
PERFORMANCE PLAN

FY 2010-2015

SEPTEMBER 2008

SOPP

Sensitive – For Internal Coast Guard Use Only

MEMORANDUM

7100

From: T. W. Allen, ADM
COMDT (CCG)

Reply to: CG-8
Attn of: RDML Taylor

To: Investment Board

Subj: COMMANDER'S INTENT: FY 2011-2015 BUDGET AND LEGISLATIVE PLANNING GUIDANCE

1. **Purpose:** This memorandum provides my strategic direction for developing the Coast Guard's FY11 Resource Allocation Plan (RAP) to the Department of Homeland Security, FY11-15 Future Year Homeland Security Program (FYHSP), and corresponding mission performance plans. It also outlines opportunities for critical investments and reinvestments, strategic partnerships, as well as legislative and policy initiatives to support enterprise priorities. The Commandant's Intent is not strictly prescriptive or prohibitive. I expect Coast Guard leaders to continually assess strategic requirements, manage risks, and apply resources to highest order needs. *We have one of the most talented, responsive, and versatile workforces in the U.S. Government. We must leverage our Guardian Ethos to continually improve service to the public.*

That said, we will submit the FY11 budget and defend it during my final year as Commandant. It will also be the first full "budget cycle" for our new Department of Homeland Security leadership. Accordingly, we will need to be flexible and adaptable to meet Service needs, be responsive to changing Administration priorities, and allow my successor to provide input as well. Growth in maritime commerce, increasing statutory responsibilities, and escalating recapitalization and maintenance costs are rendering FY10SP levels inadequate. Do not constrain your planning to current FY10SP levels. They are insufficient to position our organization for emerging demands. Despite the FY08 enacted budget and FY10 DHS Resource Allocation Decision (RAD) enabling progress in certain areas, several strategic organizational challenges remain. I will ensure the new Administration understands the full extent of our resource gaps.

We are making steady progress with my objective to better integrate budget, programs, policy and legislation. During the FY11 process, we will identify and employ a mechanism for integrating our resource and legislative processes. *I direct CG-082, CG-094, and CG-82 to continue the exceptional coordination of the current authorization cycle and propose to senior leadership an aggressive plan to both align substantive priorities and synchronize developmental timelines.* We should proactively and aggressively seek authorizing legislation which meets our strategic objectives and is visible to our stakeholders. Use a "systems approach" to improve the annual formulation processes and coordination of agency positions, and showcase your efforts in the second annual Posture Statement. Moreover, remain mindful during this process of the

Mission Analysis Report

Coast Guard Western Rivers Aids to Navigation

Final

August 12, 2008

Commandant
U. S. Coast Guard (CG-541)
2100 Second Street SW
Washington, DC 20593

Submitted by:
Commandant (CG-5)

Date

Approved:
Commandant (DCO)

Date

MEMORANDUM

From: RADM Brian Salerno
COMDT (CG-5)

Reply to: CG-512
Attn of: CDR Burton
327-5183

To: CG LANTAREA (A)
CG PACAREA (P)

Subj: FY09 Strategic Planning Direction (SPD)

Ref: (a) Coast Guard Standard Operational Planning Process, COMDTINST 3120.4, 11 October 2007

1. **Purpose.** This Strategic Planning Direction (SPD) provides fiscal year 2009 (FY09) guidance and direction for operational and contingency preparedness planning, exercises, and mission execution. The SPD assists resource apportionment decisions, and facilitates achievement of Coast Guard FY09 program outcome performance goals and targets in support of national goals for the eleven specific statutorily mandated Coast Guard mission-programs, and associated contingency operations.

2. **FY09 Changes.** The FY09 SPD contains a section on Contingency Preparedness Guidance (CPG) and therefore CG-5 will not issue a separate CPG document this year. The FY09 SPD also more accurately reflects the resource hours sunsetted in FY08. Specifically, it allocates approximately 27,000 more AMSO hours for LANTAREA cutters, 9,000 LMR hours for LANTAREA boats, and 13,000 and 6,000 Marine Safety hours for LANTAREA and PACAREA boats respectively.

3. **Long-term Operational Planning Priorities.** The following operational planning priorities (in order of precedence) for allocation of boat, cutter, and aircraft resource hours should be considered against the risks and threats posed in each AOR. Area, District, and Sector Commanders are responsible for prioritizing missions within their AORs using the strategic level priorities outlined below as the overall guidance. Prevention of adverse incidents of all types must be our highest priority. Our **Marine Safety** mission contributes directly or indirectly to reducing risk in nearly all mission areas. Operational commanders shall use the "USCG 2009-2014 Marine Safety Performance Plan" as a cornerstone planning document.

a. **Ports, Waterways, and Coastal Security (PWCS)**: Maximize the deterrent, preventive, protective, response, recovery, and security effects of PWCS operations to

FY09 SPD — FOR OFFICIAL USE ONLY
Public availability to be determined by 5 U.S.C. 552

U. S. Coast Guard

Risk Assessment Report

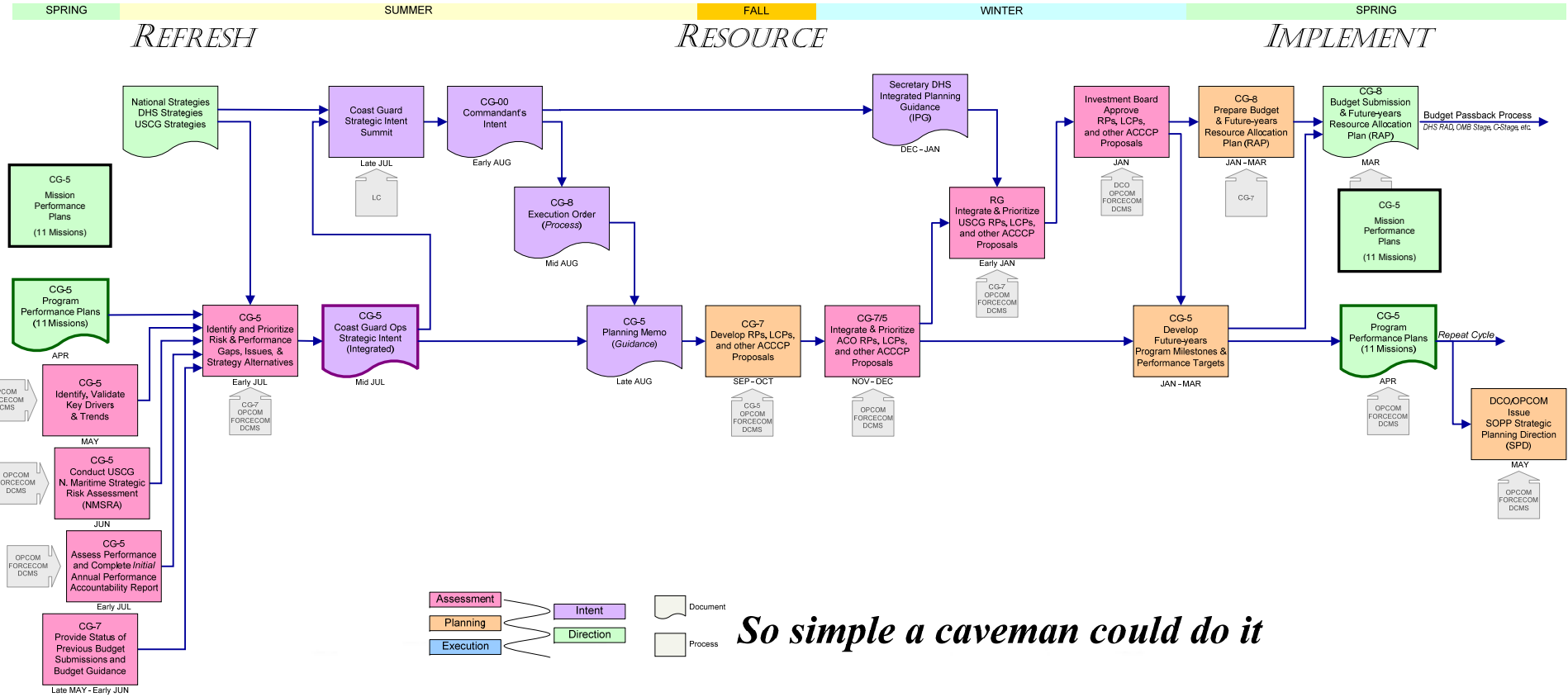
September 2008

Encl: (2)

Strategy → Budget → Mission Execution

11 Missions, 1 Plan, 1 Budget

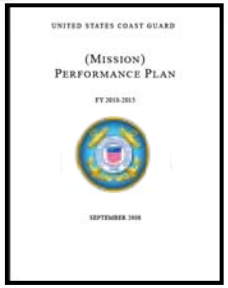
DCO Management & Budget Process Flowchart



So simple a caveman could do it

Strategy → Budget → Mission Execution

PLAN



CG-5
Mission Performance Plans
(11 Missions)

APR

OPCOM
FORCECOM
DCMS

CG-5
Identify, Validate Key Drivers & Trends

MAY

OPCOM
FORCECOM
DCMS

CG-5
Conduct USCG N. Maritime Strategic Risk Assessment (NMSRA)

JUN

OPCOM
FORCECOM
DCMS

CG-5
Assess Performance and Complete *Initial* Annual Performance Accountability Report

Early JUL

CG-7
Provide Status of Previous Budget Submissions and Budget Guidance

Late MAY - Early JUN

CG-5
Identify and Prioritize Risk & Performance Gaps, Issues, & Strategy Alternatives

Early JUL

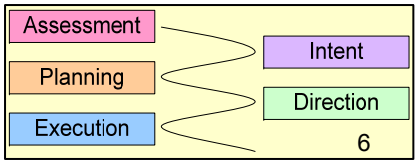
CG-7
OPCOM
FORCECOM
DCMS

CG-5
Coast Guard Ops Strategic Intent (Integrated)

Mid JUL

Mission Performance Plans (MPPs)

- Cover all 11 missions
- Identify key drivers and trends
- Establish end state out to 2025
- Outline goals and objectives
- Detail major initiatives for FYHSP period
- Internal / External Communication Tool



Strategy → Budget → Mission Execution

PLAN

CG-5
Mission Performance Plans
(11 Missions)
APR

OPCOM FORCECOM DCMS

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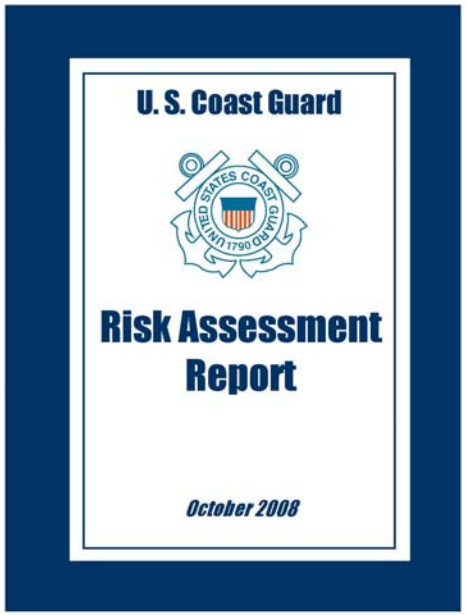


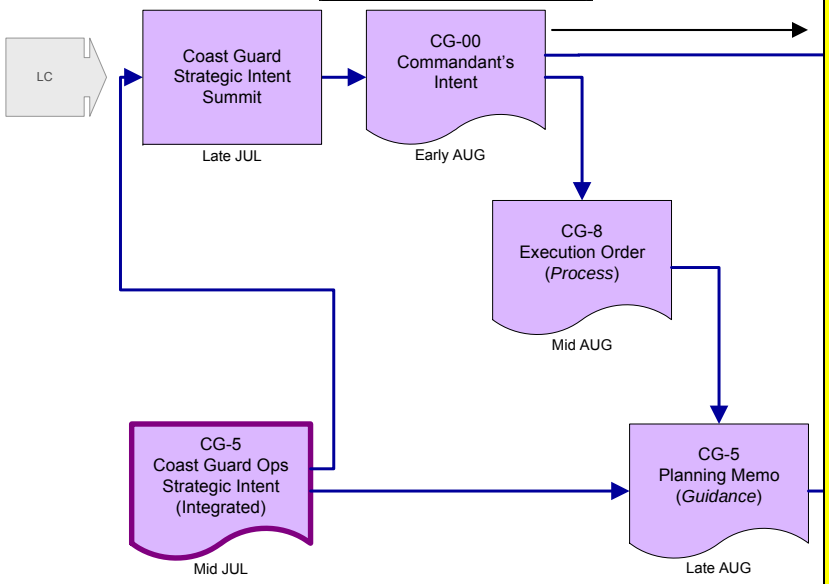
- *Strategic Risk*
- *Operational Risk*
- *Mission Support Risk*
- *Institutional Risk*

Assessment → Intent
Planning → Direction
Execution

DCO
Strategy → Budget → Mission Execution

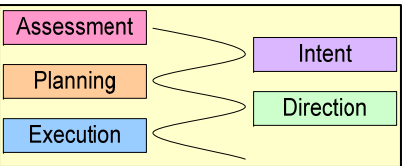
RESOURCE


MEMORANDUM

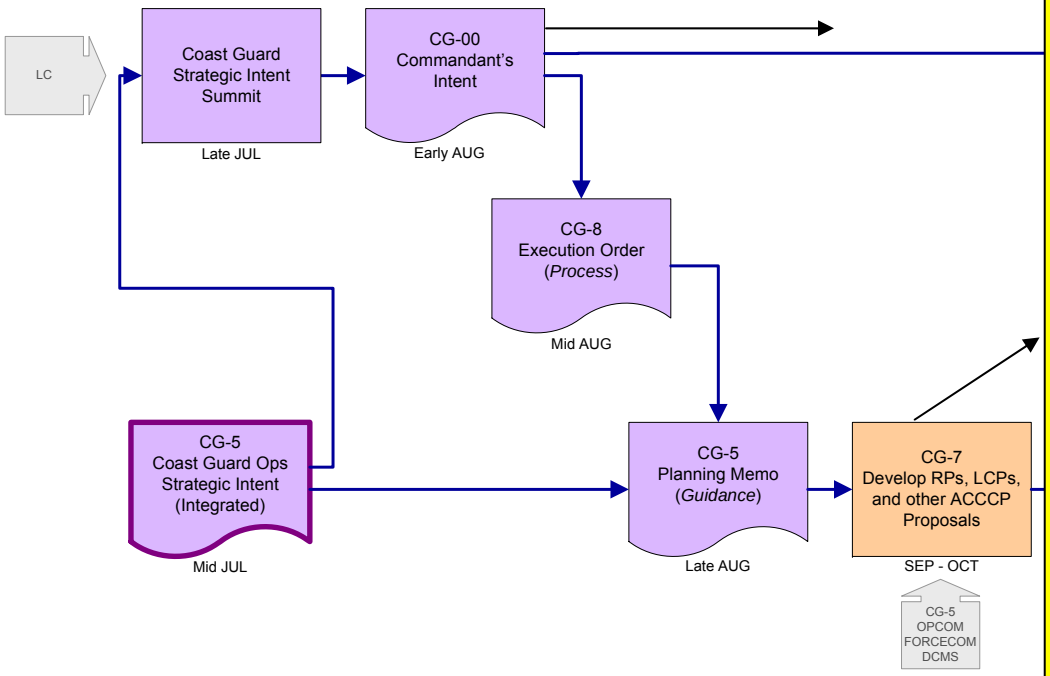


Commander's Intent is established for next FYHSP period with emphasis for developing next FY budget

- Establishes organizational focus
- Lists objectives to be addressed during FYHSP horizon
- Prioritizes objectives for current budget build

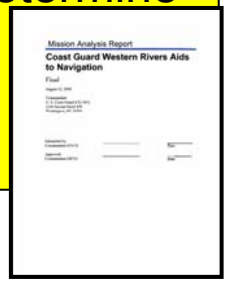


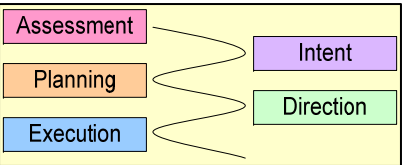
RESOURCE



DCO-R/CG-7 in conjunction with DCMS & FORCECOM:

- Translates objective needs into an identifiable solution (ACCCP) for current budget cycle
- Establishes criteria for Mission Analysis Reports to determine long-term capability requirements





RADM Wayne E. Justice – CG-7

Rear Admiral Wayne Justice serves as the Assistant Commandant for Capability (CG-7). He is responsible for identifying and providing capabilities, competencies, and capacity; for developing standards for the staffing, training, equipping, sustaining, maintaining, and employing Coast Guard forces to meet mission requirements.
Rear Admiral Justice previously served as the Director of Response Policy (CG-53) where he oversaw the development of operational policy guidance for the search and rescue, law enforcement, defense operations, and incident management missions.
Rear Admiral Justice came to Washington after serving as Chief of Staff for the 7th Coast Guard District (D7) in Miami, FL, where he oversaw the performance of 12,000 men and women, as well as 52 cutters, 182 small boats, and 39 aircraft.

His previous staff assignments have included: D7 Chief of Operations; D7 Chief of Law Enforcement; Chief, Office of Programs at USCG HQ; Executive Assistant to Commander, Atlantic Area; and Coast Guard Aide to Presidents Bush and Clinton. Additionally, he served as Aide to the Vice-Commandant, and as the Senior Watch Officer in the Miami Operations Center.

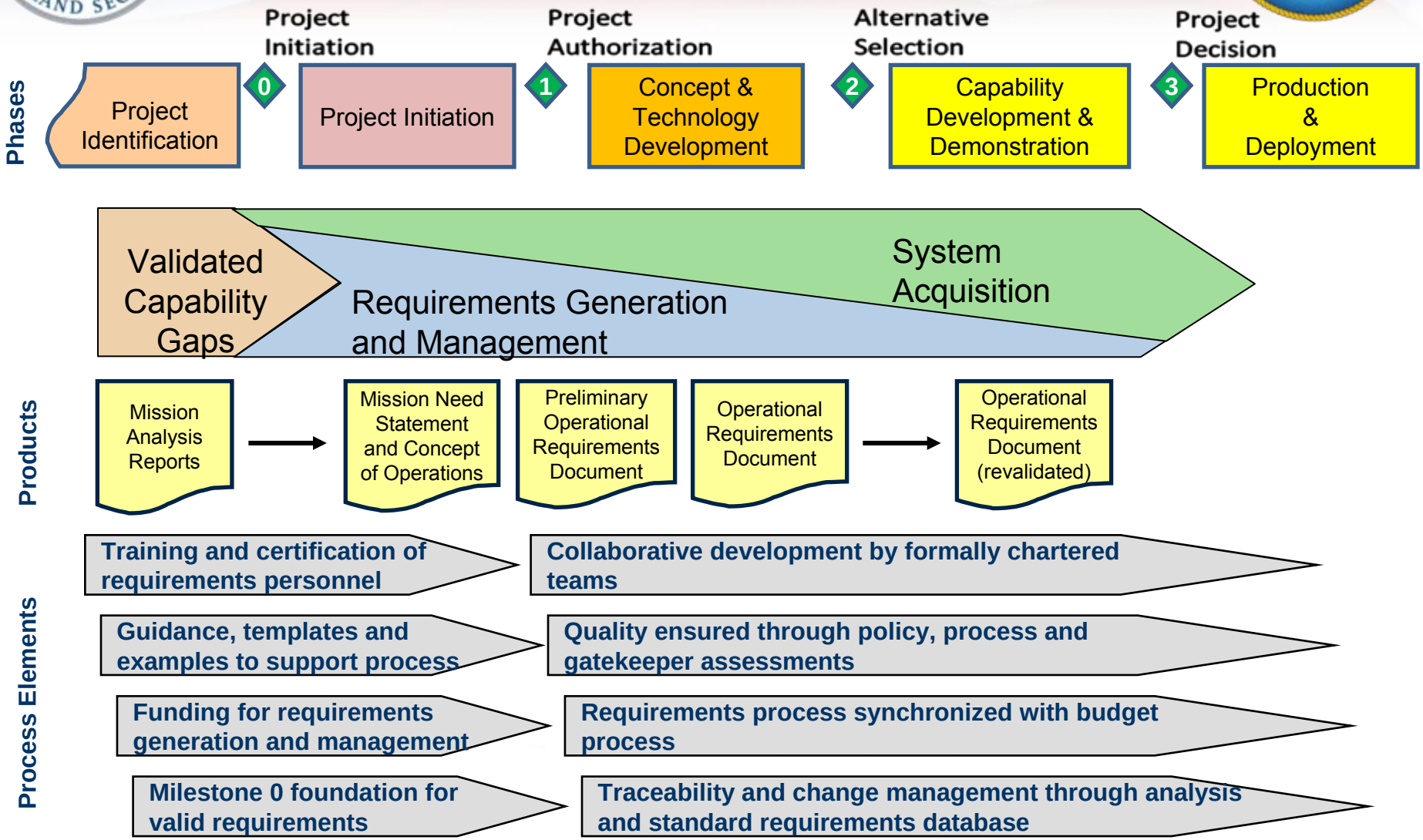
His shipboard assignments have included: Commanding Officer of the Coast Guard Cutters MUNRO (WHEC-724), homeported in Alameda, CA; MOHAWK (WMEC-913), Key West, FL; SHEARWATER (WSES-3), Key West, FL; and CAPE SHOALWATER (WPB-95324), West Palm Beach, FL. Additionally, he served as Executive Officer on DAUNTLESS (WMEC-624) homeported in Miami, FL; and as Deck Watch Officer on HAMILTON (WHEC-715), Boston, MA. In the course of his career, Rear Admiral Justice's cutters seized 40 drug smuggling vessels, over 140 tons of marijuana and cocaine, arrested over 135 smugglers, and have interdicted and rescued over 4,500 Haitian, Chinese, Ecuadorian and Cuban migrants.

Rear Admiral Justice graduated with a Bachelors of Science degree in Management from the U.S. Coast Guard Academy in 1977. He received his Masters of Science degree in Human Resource Management with Honors from Nova University in 1983. He received a Masters of Arts degree from the U.S. Naval War College, College of Naval Warfare, in Strategic Studies in 1996. His personal awards include the Defense Superior Service Medal, Legion of Merit (three awards), Meritorious Service Medal (three awards), and Coast Guard Commendation Medal (four awards).

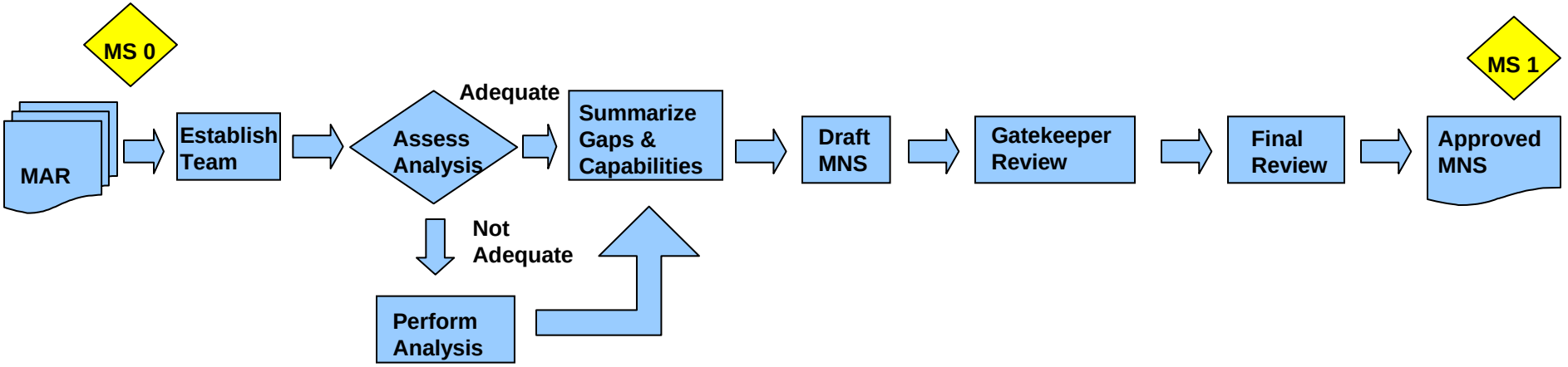
He is married to the former Virginia Arrington from West Palm Beach, FL. They have two children Amanda and Michael.

Rear Admiral
Wayne E. Justice
Assistant Commandant for Capability
U. S. Coast Guard

Integrated Requirements Process

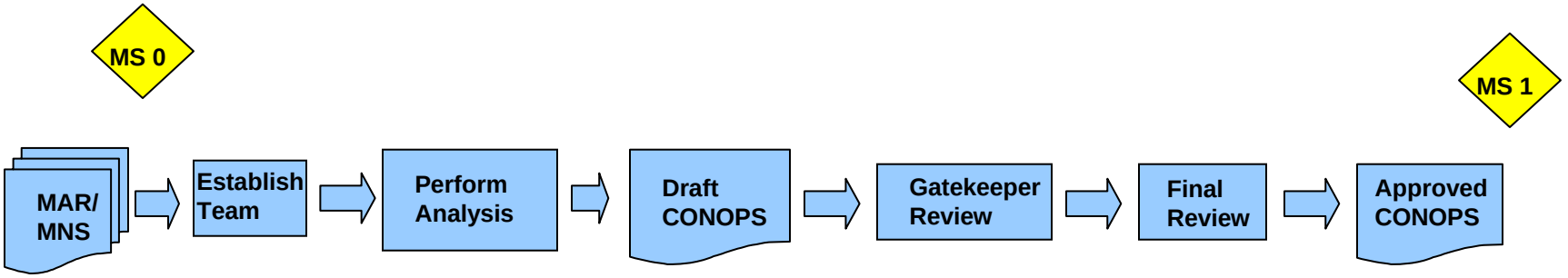


Mission Needs Statement



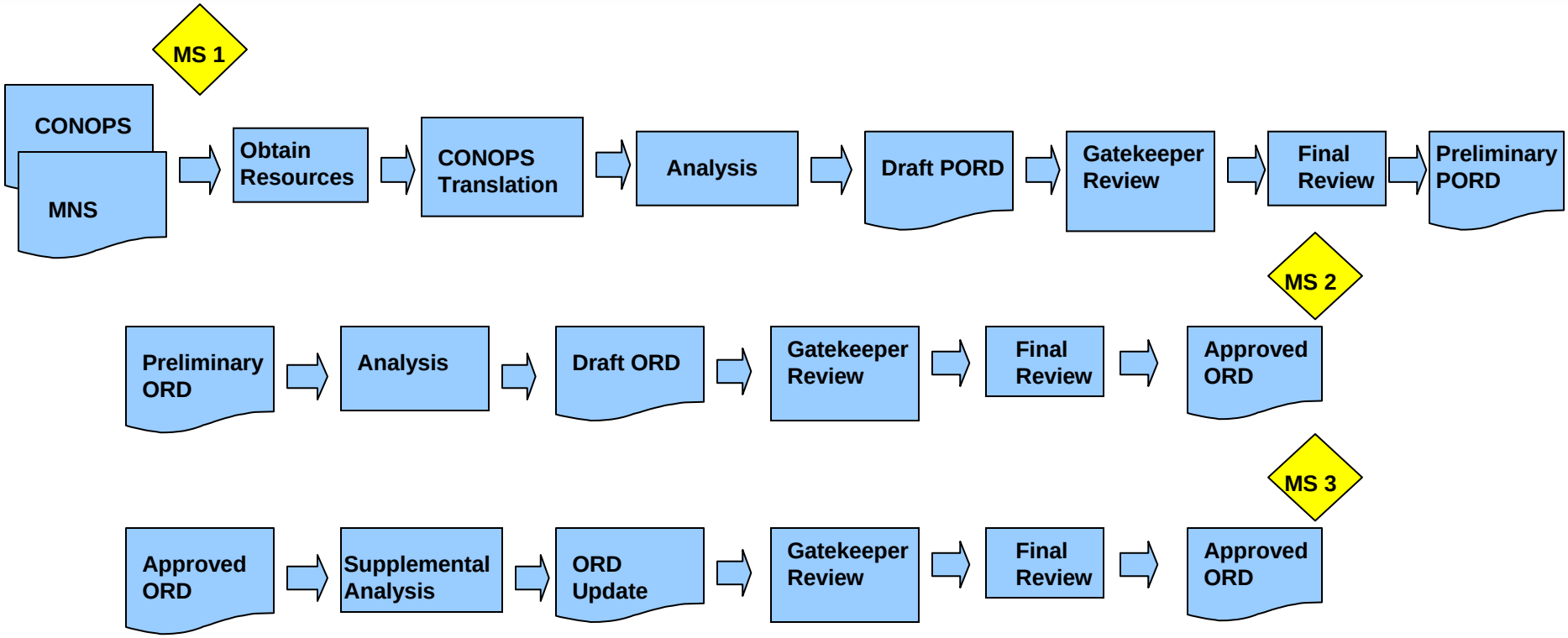
- **Formal, high level statement**
- **Identifies strategic need for investment**
- **Broad description of asset type required to close capabilities gap**

Concept Of Operations (CONOPS)



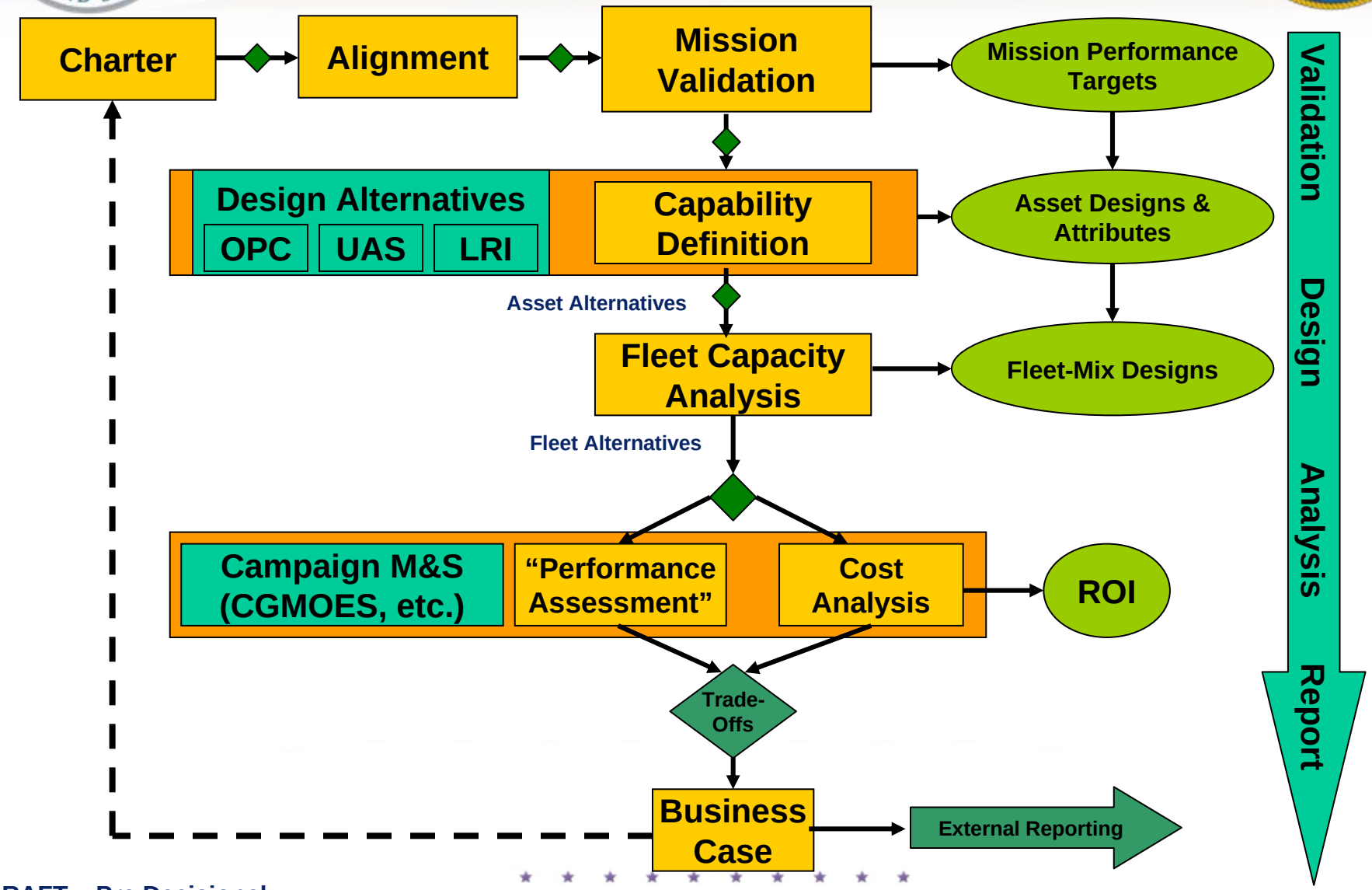
- **Describes how the proposed asset or system will be used to meet mission needs**
- **Mission scenarios**
- **Describes how the proposed asset or system will be supported**
- **Support scenarios**
- **Distills functional capabilities for ORD development**
- **Develops consensus among all user entities**

Operational Requirements Document (ORD)

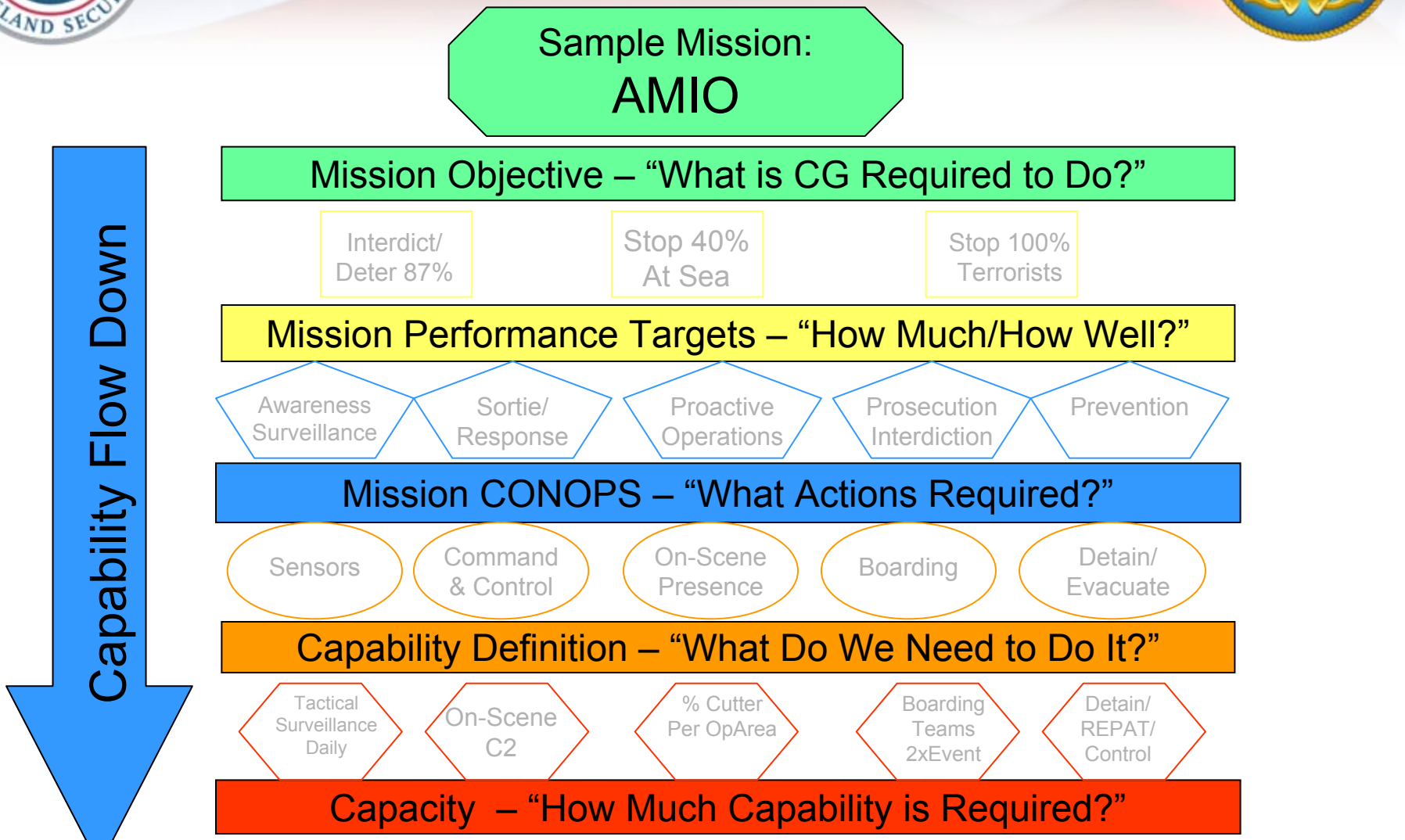


- **PORD represents Sponsor's minimally constrained requirements**
- **Iterative process allows refinement**
- **Approved ORD is a contract between Sponsor and Acquirer**

Framework of FMA



Capability and Capacity



RADM Gary T. Blore – CG-9

Rear Admiral Blore assumed duties as the Assistant Commandant for Acquisition and Chief Acquisition Officer (CAO) on July 13, 2007. In this capacity, he directs efforts across all Coast Guard acquisition programs and related procurement management, contracting and research and development activities to support the Service's current $27 billion acquisition investment portfolio. Prior to this assignment, Rear Admiral Blore served as the Program Executive Officer of the Coast Guard's Integrated Deepwater System, overseeing the sustainment, modernization, and recapitalization of surface, air, command and control, and logistics assets for the Coast Guard's multiple maritime missions.

A 1975 graduate of the U.S. Coast Guard Academy, Rear Admiral Blore initially served aboard the medium endurance cutter Venturous. In 1976, he commenced flight training at Naval Air Station Pensacola, Fla., and was designated a Coast Guard Aviator. From 1977 until 1982, he served as a helicopter aircraft commander at Coast Guard Air Station Brooklyn, N.Y., deploying frequently aboard cutters in the Caribbean. During that tour, he participated in the U.S. response to the Cuban Refugee Crisis of 1980. After a subsequent tour as a Program Reviewer and Budget Analyst for the Coast Guard Chief of Staff at Coast Guard Headquarters in Washington, D.C., he transitioned to Coast Guard "Guardian" fan-jets in 1988 and served as an aircraft commander at Coast Guard Air Station Cape Cod, Mass. While there, Rear Admiral Blore deployed as executive officer of a 28-member aviation detachment to Manama, Bahrain, during Operations Desert Shield and Desert Storm. In 1992, Rear Admiral Blore became the Group Operations Officer and then Deputy Group Commander for Coast Guard Group and Air Station, Corpus Christi, Texas. Following that assignment, he was selected to attend the Air War College, in Montgomery, Ala., where he studied national security issues.

In 1997, he became the fourteenth Commander of Group/Air Station Astoria, Ore., where he directed Coast Guard air and motor lifeboat operations along the Oregon and Washington coast.
Following a three-year command tour, Rear Admiral Blore returned to Coast Guard Headquarters in July 2000 for assignment as Chief, Office of Aviation Forces, with programmatic oversight for all 30 of the Coast Guard's air stations and facilities. From July 2002 to July 2004, Rear Admiral Blore served as the Coast Guard's Chief, Office of Budget and Programs for the Assistant Commandant for Planning, Resources and Procurement. He was responsible for formulation, justification, and programmatic execution of a $7 billion budget, Coast Guard policy review, and coordination of external outreach.

Upon promotion to flag rank in September 2004, Rear Admiral Blore served as Special Assistant to the President. In that capacity, he was the Homeland Security Council's Senior Director for Border and Transportation Security.

Rear Admiral Blore is a DHS Level 3 Program Manager and holds a Bachelor of Science degree in economics, with honors, from the U.S. Coast Guard Academy. He also has a master's degree in public policy and administration from Columbia University, where he was selected as an International Fellow. His personal decorations include five awards of the Legion of Merit, two Meritorious Service Medals, two Coast Guard Commendation Medals and the Transportation 9-11 Medal, as well as other service and campaign awards.

Rear Admiral
Gary T. Blore
Assistant Commandant for Acquisition & Chief Acquisition Officer (CAO)
U. S. Coast Guard

USCG Recapitalization

The USCG requires capable patrol boat and medium endurance cutters to fulfill its statutory missions

Aging legacy fleet assets drive the need for recapitalization

Legacy Ship Characteristics

	Island-class Patrol Boat	Medium Endurance Cutter
Length	110 feet	270 feet
Beam	21 feet	38 feet
Draft	7.3 feet	14 feet
Propulsion	2 diesels, 5,820 bhp, 2 shafts	2 diesels, 7,290 bhp, 2 shafts
Speed	29.7 knots	19 knots
Displacement	155 tons full load	1,780 tons full load
Aviation	N/A	Flight deck with hangar; HH-60J or MH-65C helicopter
Armament	Mk38 25mm machine gun, 2x12.7mm MG	Mk75 76mm OTO Melara gun, 2x12.7mm MG
Crew	16-18	100

Parent Craft Acquisition Strategy

For lower intensity maritime operations, do we need original design?

Assessing the Patrol Boat Market

- **Request for Information (RFI) - April 2006**
- **Market Survey included 27 industry submissions**
- **Independent assessment of industry submissions**
  - **Conducted by a private, third party firm**
    - **Engineering Analysis**
    - **Recommendations on requirements changes**
    - **Compared 27 designs to USCG Top Level Requirements (TLR)**
    - **Purpose: determine with a reasonable level of confidence that more than one vessels existed that could be feasibly adapted to meet USCG requirements**
- **Responses:**
  - **None met all TLR requirements (without modifications)**
  - **Five vessels were determined to be easily and cost effectively adaptable to the FRC TLR requirements with non-critical path engineering changes**
  - **Nine vessels did not appear to conform to the initial TLR but could be made to comply with major modifications to the design**
  - **Thirteen vessels did not appear to conform to the initial TLR (even with modifications)**

Patrol Boat RFI Requirements

Recognizing the need to potentially adjust requirements in order to leverage the existing Patrol Boat Market, designs were considered which fell into an expanded range

RFI Target Requirements	
Length	N/A
Navigational Draft	N/A
Speed	30 kts @ 97% Max Continuous Rating (MCR)
Best Economic Speed	N/A
Maneuvering Speed	N/A
Crew	20 enl, 2 off + 2 guests
Range	Fuel for 5 Day Mission (threshold); 7 Day Mission (objective)
Endurance	7 days
Sea Keeping	All missions through Sea State 4
Communications	Capable of multiple (>1) HF, VHF, UHF, Milsatcom & real-time secret-level network (SIPRNET)
Weapons	25MM remote operated, stabilized main gun and two manned .50 cal machine guns
Small Boat Launch/ Recovery	7M (up to 8,500 lb) Rigid Inflatable Boat with stern ramp

RFI Range of Characteristics for Consideration	
Length	120-160 ft (36.5-49 meters)
Navigational Draft	Up to 10 ft (3 meters)
Speed, Full Load	26-45 knots
Best Economic Speed	10-13 knots
Maneuvering Speed	3-5 knots
Crew	16-24
Range	3500-5500 NM @ Best Economic Speed
Endurance	5-10 days
Sea Keeping	N/A
Communications	Multiple HF, VHF, UHF, Milsatcom & near real-time secret-level network (SIPRNET) - Multiple HF, VHF, UHF, Milsatcom & real-time secret-level network (SIPRNET) and Link
Weapons	25MM Main Gun and .50 cal machine gun - 25MM remote operated, stabilized main gun and two manned .50 cal machine guns
Small Boat Launch/ Recovery	Over the Side or Stern Ramp

Market Survey

Sample data and overall summary of 27 Parent Craft Patrol Boat responses

Design Element	Prop. Top Level Rqm't	Vessels Less than 160 feet meeting initial Definition of Proven Patrol Boat				Results Summary for 27 vessels		
		Sample 1	Sample 2	Sample 3	Sample 4	Average	Range	
No. Boats built		8	8	15	3	3.9	N/A	
Length	120-160'	104'	148'	144'	154'	149.3'	104'-190'	
Draft, Navigational	7' to 10'	5'-6"	7'	9'	7'-5"	7'-5"	5'-10'	
Full Load Speed	30-40 Kts	33.5 knots	32.5 knots	26-27 knots	23-24 knot	30.8 knots	21-43 knots	
Accommodations	22	16	27	16	20	23.7	12-38	
Range @ 10 Kts	N/A	2188 nm	2312 nm	1566 nm	3698 nm	2482 nm	1000nm-8200nm	
Range @ 30 Kts	N/A	1230 nm	672 nm	422 nm	970 nm	992 nm	650nm-1800nm	
Endurance	5-7 days	7 days	10 days	7 days	7 days	10 days	5-28 days	
Hull Material	N/A	Steel	Steel	Steel	Steel	8 Composite	5 Aluminum	13 Steel
Superstructure Material	N/A	Aluminum	Aluminum	Composite	Aluminum	8 Composite	18 Aluminum	0 Steel
Stern Ramp, Deck Crane or Davit	Stern Ramp	Stern Ramp	Deck Crane	Stern Ramp	Davit	8 Stern Ramp	13 Deck Crane	6 Davit
Operational Sea State	SS 4	Sea State 5	Sea State 5	Sea State 4	Sea State4	4.6	Sea State 3-7	
Weapons	25mm	25 mm	76 mm	25mm	25mm	32mm	25mm-76mm	

FRC Requirements

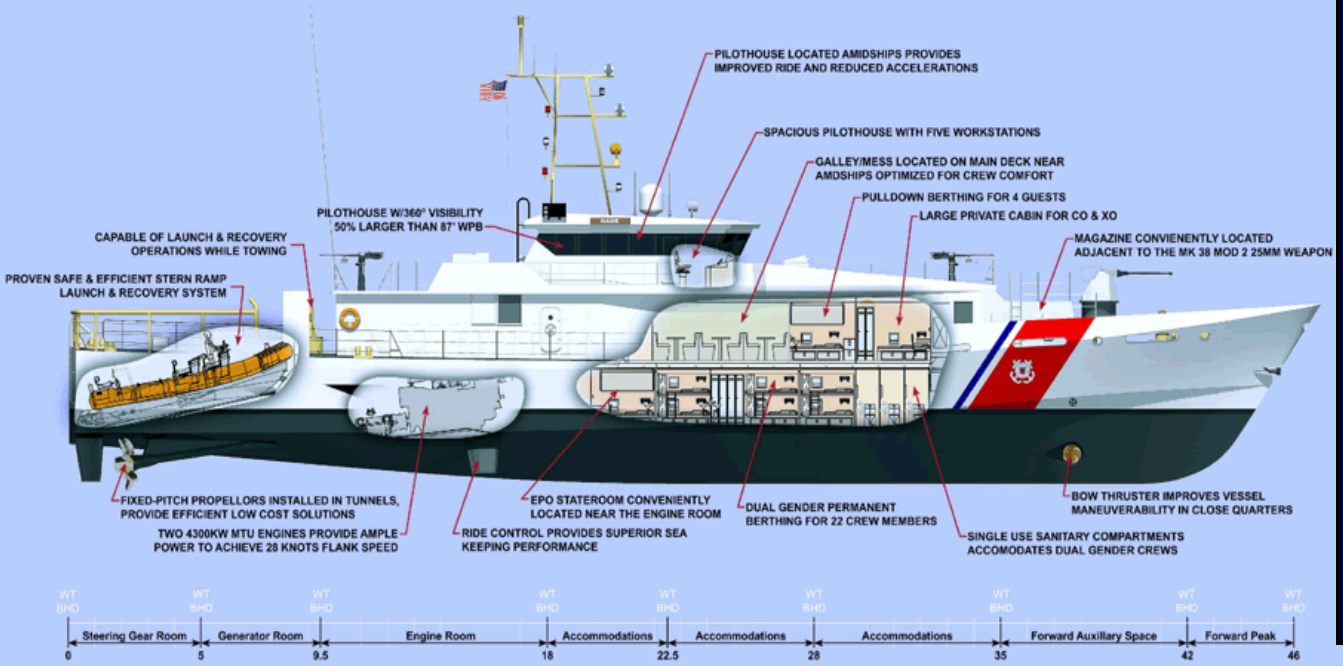
Fixed Requirements – Prescriptive Circular of Requirements (COR)

Performance Parameter	FRC (TLR) Threshold Requirement
Flank Speed	28 knots
Independent Operation	5 days
Sea Keeping	Continuous Operations through SS4
Boat Launch & Recovery	Through SS4 with 3 personnel on deck
Length	120'-160'
Draft	10'
Towing	Tow vessel similar in size and displacement
AMIO	150 migrants @ 5 sqft per person
Watchstanding	2 Bridge, 1 Engineer
Berthing	24, 4 person max in any berthing area
Internal Deck Space	50 sqft per accommodation
Messdeck Seating	16
Speed Range	Bumpless 3 knots to Flank speed
Service Life	20 years
Vessel Classification	American Bureau of Shipping (ABS) - High Speed Naval Craft

Chem/Bio requirement eliminated

Sentinel Class Details

Parent Craft – Based on Damen's Stan Patrol 4708



FRC/Sentinel Class
RFP Requirements

- Length: 120 ft. – 160 ft.
- Flank Speed: 28 knots min.
- Independent Operations: 5 days min.
- Seakeeping: At a minimum conduct all missions through SS4 and survive through SS6
- C4ISR: Interoperable with CG, DHS, DOD, RESCUE 21.
- Armament: 25mm remote operated weapon system, .50-caliber machine guns
- Crew Size: 20 Enlisted and 2 Officers
- Small Boat Launch/recovery: Performed safely with no more than 3 personnel

Assurances

- Direct contractor relationship
- Detailed technical requirements
- Cutter classification - ABS HSNC
- Parent Craft designer and builder on engineering team
- On-site Government staff
- Fixed-price
- Technical Authority extensively involved
- Independent Verification
- Navy Partnerships
- Use of State-of-the-Market Technology
- LRIP
- Option for Data & License Package – Ability to Re-compete Cutters

Artist rendition of the new USCG Sentinel Class Patrol Boat

Is same parent craft strategy applicable?

OPC Requirements

- **Proven, currently in-service vessels**
  - Or, variants of in service vessels
  - Capable of being built or licensed to be built in the United States
- **OPC missions will generally operate in deep water (beyond 50 nautical miles from shore) in extreme environmental conditions in a low threat environment. Missions:**
  - ports and waterways security
  - search and rescue
  - drug interdiction
  - migrant interdiction
  - Exclusive Economic Zone (EEZ) enforcement
  - defense of escorted vessels
  - command presence in areas of distress

- **The vessel will generally operate for 185-210 days away from homeport**
- **USCG intends to acquire up to 25 vessels**

Requirements in the OPC RFI (October 2008)

RFI Notional Requirements	
Length	N/A
Navigational Draft	N/A
Speed	Escort typical merchant vessel ~ 25 Knots
Best Economic Speed	N/A
Maneuvering Speed	N/A
Crew	~ 100 regular crew (officer/enlisted ratio ~ 20/80) plus ~ 20 surge (to include aviation, intelligence or other detachments)
Range	7500 NM, @12-14 knots, with 30% fuel reserve
Endurance	~ 14 days between refueling and 45 days of provisions and stores
Sea Keeping	Continuous operation (other than replenishment and strike down) through sea state 5 (including aviation and small boat operations), limited operation and capability of continuing mission through sea state 7, and survive without serious damage to mission essential systems through sea state 8
Communications	Capable of multiple (>1) HF, VHF, UHF, Milsatcom & Real time secret-level network connectivity (SIPRNET) IMARSAT, GMDSS
Weapons	MK 100 Mod 0 57MM remote operated stabilized and Four.50 guns (Remote Operated Small Arms Mount [ROSAM] equivalent)
Small Boat Launch/ Recovery	Two small boats
Classification	American Bureau of Shipping High-Speed Naval Craft Guide
Service Life	30 years

RFI Range of Characteristics for Consideration	
Length	300 – 390 feet
Navigational Draft	Up to 18 feet
Speed, Full Load	24 – 30 knots
Best Economic Speed	12 -15 knots
Maneuvering Speed	5 – 8 knots
Positive Steering	All Speeds
Accommodations	90-130
Range	5500 NM – 9000 NM @ Best Economic Speed
Endurance	30-50 days provisions and stores
Sea Keeping	N/A
Communications	Multiple HF, VHF, & UHF voice circuits (classified & unclassified), Milsatcom & Commercial Satcom data circuits (classified & unclassified) including SIPRNET
Common Operating Picture	Ability to display own ship tracks as well as contact info passed from other commands (ship/air/shore)
Weapons	35-57 MM remote operated, Stabilized and >3 .50 cal guns (ROSAM equivalent or manned)
Small Boat Launch/ Recovery	Over the Side or Stern Ramp, minimum of two boats simultaneously deployed
Aviation Facilities	Minimum of 1 landing spot and one hanger
Classification	International Associated Classification Societies (IACS)
Service Life	25-40 years

Summary

- **Parent Craft acquisition strategy is viable**
- **The use of RFIs is an effective tool in validating**
  - **Parent craft approach**
  - **Requirements**
- **Key acquisition success factors include**
  - **Technical Authority**
  - **Detailed Design Requirements**
  - **Direct Contract relationship**
  - **Sponsor Engagement**
  - **Designer Participation**
  - **ABS Class**
  - **Navy Partnership**
  - **Independent Third Party Review**
  - **Use of State-of-the-Market Technology**
  - **LRIP**
  - **Option for Data & License Package – Ability to Re-compete Cutters**
- **Low risk**

Acquisition Directorate

http://www.uscg.mil/acquisition

Ms. Claire M. Grady – CG-91

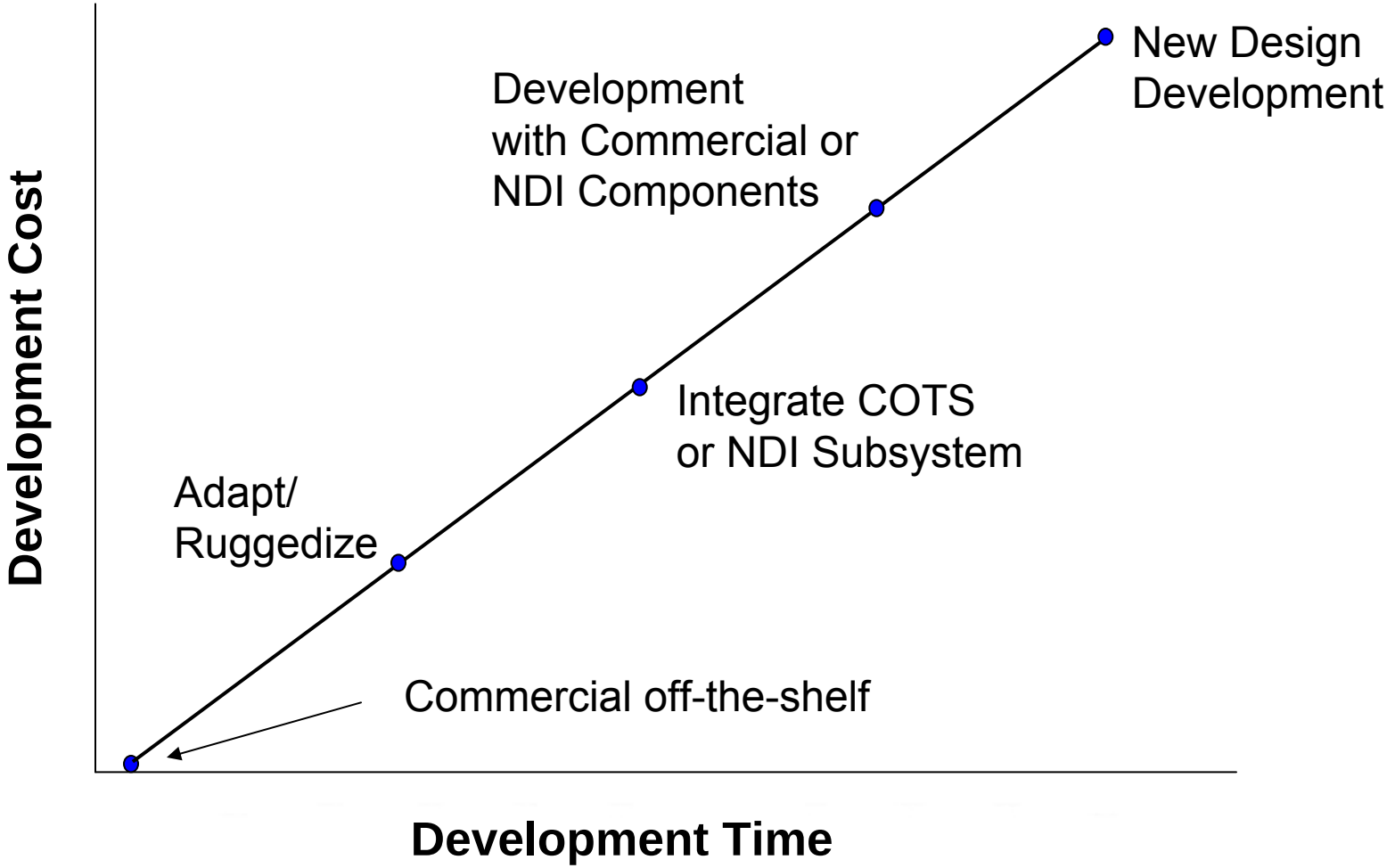
Claire M. Grady is the Senior Procurement Executive and the Head of the Contracting Activity for the U.S. Coast Guard, providing leadership on procurement operations and policy development and also serves as the Competition Advocate. Prior to assuming this role in July 2007, Ms. Grady was the Director of Strategic Initiatives in the Office of the Chief Procurement Officer for the Department of Homeland Security (DHS) where she provided strategic direction impacting DHS' multi-billion dollar contracting and financial assistance through a broad portfolio of acquisition initiatives, including Acquisition Policy, Grants Policy and Oversight, Strategic Sourcing, Competitive Sourcing, and Acquisition Systems.

Ms. Grady has been a certified acquisition professional since 1996 and is certified at Level III in Contracting by DOD and DHS. Prior to joining DHS, Ms. Grady held a number of critical procurement positions within the Department of the Navy, including serving as the Deputy Division Director for Surface Weapon Systems at the Naval Sea Systems Command (NAVSEA) where she provided executive leadership and strategic guidance for the acquisition of major weapon systems with annual obligations in excess of $4.5B. She has extensive experience in developing and implementing successful acquisition strategies and business process re-engineering. Over the course of her career, Ms. Grady has served as contracting officer for the Navy's latest Amphibious Assault Combat Ship (LPD 17), program manager for the multi-billion dollar Navy-wide acquisition of contractor support services (SeaPort) and Director of Strategic Initiatives for the NAVSEA Contracts Directorate.

Ms. Grady holds a Bachelor of Arts degree in Economics from Trinity University, a Master in Business Administration degree from the University of Maryland and a Master of Science degree in National Resource Strategy from the Industrial College of the Armed Forces

Ms. Claire M. Grady
Senior Procurement Executive &
Head of Contracting Activity (HCA)
United States Coast Guard

Acquisition Approach For New Needs



Characteristics

Detailed Specifications

- **Contains design solutions**
- **How requirements are to be achieved**
- **How an item is to be fabricated**
- **How an item is to be constructed**

Performance Specifications

- **Defines function of item**
- **<u>Environment</u> in which it must operate**
- **<u>Interface/Interchangeability</u> requirements**
- **Criteria for <u>verifying</u> compliance**

"HOW TO" **"WHAT"**

Market Research

WHAT IS IT?

- **A continuous process for gathering data on product characteristics, supplier's capabilities and business practices that surround them - plus the analysis of that data to make acquisition decisions (SD-5, Market Research, July 1997)**

- **Research information should be used for the content of (1) product description, (2) the support strategy, (3) terms and conditions to be included in the contract and (4) evaluation factors used for source selection**

- **Two phases:**
  - **<u>Surveillance</u> -- Keeping abreast of technology and product upgrades**
  - **<u>Investigation</u> -- In-depth, looking for specific requirements**

Market Research

WHO DOES IT & WHY?

- **Conducted by <u>everyone</u> involved in acquisition**
- **Identify opportunities for use of commercial products or services to meet defense needs**
- **Access to latest technology -- state-of-the-market technology integrated into systems and assets**
- **Reduce costs**
- **Reduce acquisition time**
- **Write specifications and SOWs to allow companies to offer commercial items and services**

Acquisition Strategy

HOW WILL WE?

- **Contract for the item (Cost vs Fixed Price, Fee Structure)**
- **Develop the item (COTS, NDI, New Design Development)**
- **Test the item (Contractor approved, Government, or develop new test procedures)**
- **Produce the item (is it viable to have multiple vendors and/or solutions?)**
- **Field the item (Which unit, how many items, when needed)**

Acquisition Directorate

Head of Contract Activity

http://www.uscg.mil/acquisition

QUESTIONS?

BACK-UP SLIDES

Acquisition Directorate
United States Coast Guard

CG-9 Acquisition Directorate – 22 Projects

Surface Projects

National Security Cutter (NSC): (8)

Offshore Patrol Cutter (OPC): (25)

Fast Response Cutter (FRC) : (58)
Sentinel Class

Coastal Patrol Boat (CPB): (73)

Response Boat – Medium (RB-M): (180)

Long Range Interceptor (LRI): (33)
Short Range Prosecutor (SRP): (91)

Mission Effectiveness Projects:
(CG Yard): WPB: (20)
WMEC 210: (13)
WMEC 270: (13)

Great Lakes Ice Breaker
Replacement (GLIB): (1)

Inland River Tender Emergency
Sustainment

Response Boat – Small (RB-S): (916)

Logistics

Aviation Projects

HH-65C: (102)

HH-60J: (42)

2 Unmanned Aircraft
Systems (UAS)

Maritime Patrol Aircraft: (36)

Long Range Search Aircraft
HC-130J: (6)
HC-130H Initiative: (16)

C4ISR Projects

Integrated OpCen/Command 21

Deepwater

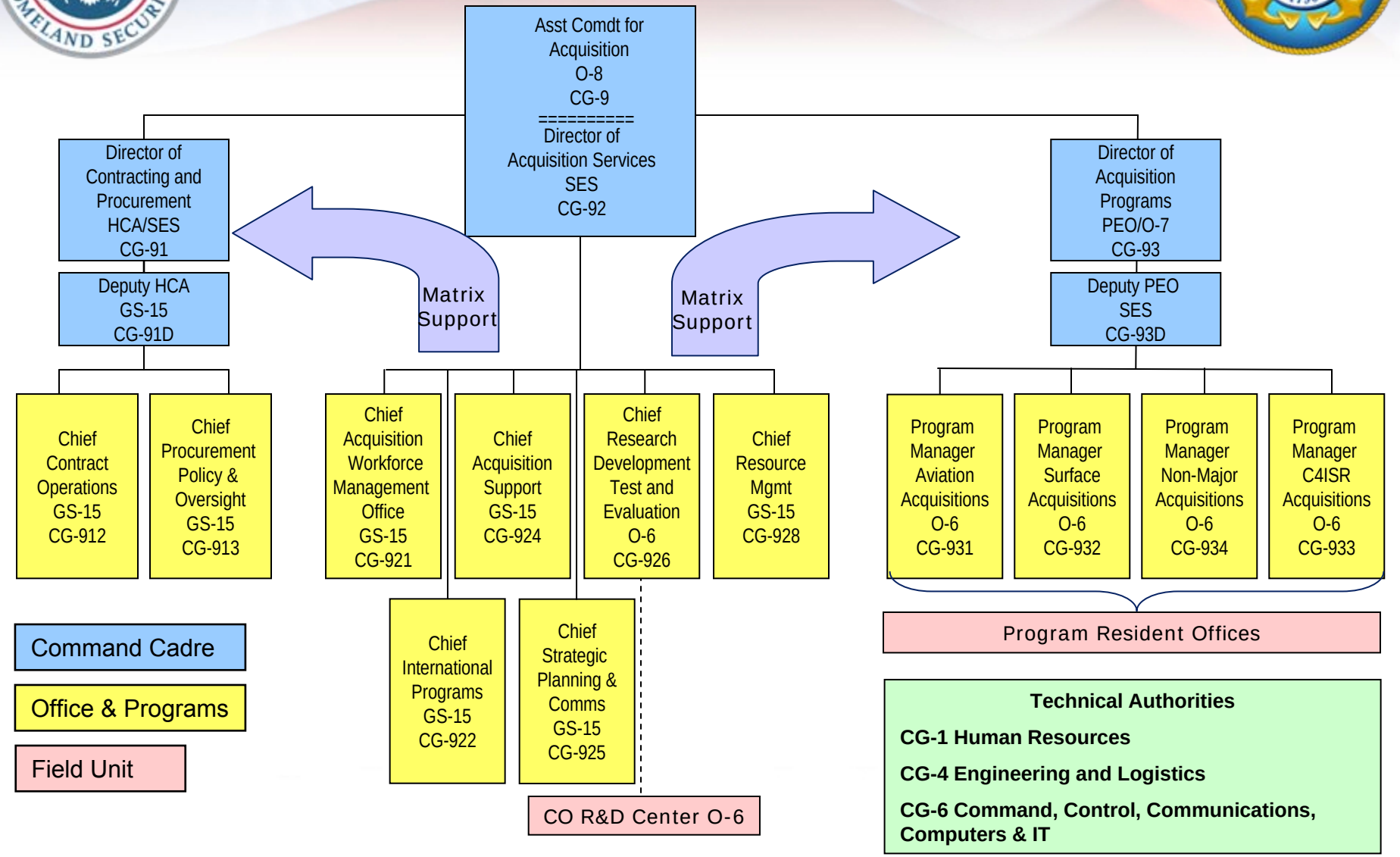
Nationwide Automatic
Information System

Rescue 21

Beyond Acquisition

- Contracting
  - Chief of the Contracting Offices
- Research & Development (R&D)
  - R&D Center
- Foreign Military Sales

CG-9 Organization
Full Operational Capability, FY09



USCG Chief of Contracting Offices

Head of Contracting Activity
Claire Grady

Deputy, Head of Contracting
Terri Jendrossek

MLC Pacific Commands

Contracting Offices $>=$100,000

CEU HONO	CEU JUN	CEU OAK	FDCC PAC	MLCP FCP	MLCP VPL
Bennie Hoe	*Ed Rockentire*	*Jeffrey Cross*	*Ed Rockentire*	*Ray Hayden (Acting)*	*John Porter*

SAP Contracting Offices $<=$100,000

ISC Alameda	ISC Honolulu	ISC Ketchikan	ISC Kodiak	ISC San Pedro	ISC Seattle
Tyrone Whitehead	*Hui Jan*	*Sandy Lambert*	*Darlene Fisher*	*Jon Yun*	*William Levitch*

HQs Commands

Contracting Offices $>=$100,000

CG-912*	ELC	R&DC	ARSC
Scott Palmer	*Catherine Martindale*	*Joy Simmons*	*David Burgess*

SAP Contracting Offices $<=$100,000

Academy New London *Rodney Medders*	Airsta Wash DC *LT Craig Hellekson*	HQs Supt Cmd, DC *LT Craig Hellekson*	FINCEN Chesapk *Robert Vanderslice*
PSC Topeka *Delton Brun*	LSU Wildwd NJ *Jeanie Sansone*	UDC Woodbn NJ *CG-912 (acting)*	HITRON Florida *Felicia Anderson*
TISCOM Alex.VA *Thomas Honeycutt*	C2 CEN Portsm *Carrie Houck*	CG Institute Okl (DC St. Louis)	TRACEN Petaluma *Ray Hayden (Acting)*
ATC Mobile *Mary Dean*	TRACEN Yorktown *Sharon Griffin*	TRACEN Cape May *James Dwyer*	ATTC Elizabeth City *David Burgess*
NPFC Ballston *Gerald Adams*	NSFCC Elizabeth City *Roger Gray*	OSC West, VA *Scott Palmer*	Recruit Cmd Ballston *LT Kevin Lape*

MLC Atlantic Commands

Contracting Offices $>=$100,000

CEU PROV	CEU MIA	CEU CLEV	FDCC LANT	MLCL FCP	MLCL VPL
Jean Bretz	*Patricia Lambert*	*Pamela Komer*	*Catherine Broussard*	*Raymond Hayden*	*John Shivichuk*

SAP Contracting Offices $<=$100,000

ISC Miami	ISC Cleveland	ISC Boston	ISC New Orleans	ISC Ports-Mouth	ISC St. Louis
Felicia Anderson	*Robert Wolff*	*Jane McKenzie*	*Robert Fuselier*	*Louisa Griffin*	*Jane Bellmar*

***CG-912 is the only COCO that reports directly to the HCA.**

HQS-DG-M-ist-COCOs

11/5/07