



Admiral Collins receives the Coast Guard Ensign of the MATAGORDA, from LT Craig Wieschhorester, commanding officer. The ensign will be returned when the cutter returns to service, later this year.

Leading the way to a new era... MATAGORDA to be Modernized

LOCKPORT, La. – USCGC *Matagorda* (WPB-1303) will undergo an extensive modernization and overhaul as part of the comprehensive and innovative Integrated Coast Guard Systems Deepwater Program. In preparation for her transformation, *Matagorda* was decommissioned Feb. 7 at Bollinger Shipyards.

Boysie Bollinger, CEO and Chairman of Bollinger Shipyards, hosted the event. Admiral Tom Collins, Commandant of the Coast Guard, officiated the decommissioning of the 110-ft. Island Class Cutter.

"I know we are putting the *Matagorda* in good hands as she ventures into the new integrated system known as Deepwater," Admiral Collins began, "the system that eventually will enable the whole multitude of Coast Guard units – whether in the air, on land, or on sea – to truly act as one."

Matagorda's modernization is scheduled to take nine months; however, work on future cutters is anticipated to be completed in just six months. She will have her length extended 13 feet to accommodate the addition of a stern boat-launch ramp, among other improvements. Also planned for the modernization effort are extensive crew quarters improvements, berthing reconfiguration, galley upgrades, new equipment installation and state-of-the-art capabilities enhancements in communications, detection, and prosecution. In the future, there will be up to five cutters under construction at a time, returning a 123-ft. cutter every six weeks.

"Though decommissioned, temporarily, as the necessary work is done to refit her, the cutter *Matagorda* will not be idle," Admiral Collins acknowledged. "She will be leading the way for the Coast Guard to enter a new era."

What's New With Deepwater?

Congratulations to all on significant accomplishments since last summer's contract award!

- Opened and staffed program offices in Avondale, La.; Moorestown, N.J.; and Rosslyn, Va.
- Completed Post Award System Evaluation
- Awarded 15 delivery orders
- Groundbreaking for state-of-the-art Development, Integration, & Test Center

Patrol Boats Provide Winning Solution

When USCGC *Matagorda* (WPB-1303) and her sister *Island* Class patrol boats return to the fleet after Deepwater modernization, they will have vastly improved habitability, 13 more feet of length, a stern boat-launch, improved C4ISR systems, and a full 360-degree visibility from the bridge. Strong emphasis was placed on integrating the logistics systems throughout the design and construction, including the new berthing design that allows for unrestricted dual-gender assignments.

"The Coast Guard gave us a very difficult set of constraints for our Integrated Deepwater System (IDS)," explained Integrated Coast Guard Systems President Paul Ecker. "It had to be built with the twin lighthouses of maximum operational effectiveness and lowest possible total ownership cost. We wanted to give Coast Guard men and women some better tools soon and we determined a single generation of patrol boats would not last the entire 40year life of the IDS. Modernizing the *Island* Class and replacing them downstream was our solution and it was a winner," he recounted proudly.

T.R. Hamblin, Vice President of Government Programs at Bollinger Shipyards, Lockport, La., was involved with the acquisition of the 110-ft. *Island* Class before he retired from the Coast Guard. "I've never seen a Coast Guard patrol boat I didn't like," he quipped, "but this new one is really going to be great! It will have so much C4ISR capability; at times I see it as 123 feet of electronics! Sailors in the fleet are going to love it," Hamblin promised.

A Rich Legacy

Moviegoers will recall the thrilling opening scene from Tom Clancy's "Clear and Present Danger," where a majestic high-speed Coast Guard vessel overtook the evildoers. That vessel was an *Island* Class patrol boat, the same as those used every day by the Coast Guard to save lives, enforce laws and treaties, protect our homeland and all of our marine resources.

However, over the years, a number of problems emerged with these venerable vessels. Their design and technologies had grown out-of-date. Telecommunication, sensors, and many other systems needed updating. Launching and recovering the small boat – especially in rough weather – was a dangerous evolution that required far too many crewmembers.

Patrol boats have a rich legacy dating to the days when they ran down rumrunners. During World War II, 83-ft. wooden patrol boats were sent to the English Channel, where they rescued downed pilots and others who encountered danger on the waters.

A new fleet of 95-ft. boats entered the service in the 1950s to patrol near shore during the height of the Cold War. In the 1960s, another new class of 82-ft. boats were sent to Vietnam for drug interdiction operations. Ultimately, all of these boats were transferred to the government of South Vietnam.

In 1978, Coast Guard Commandant, Admiral John Hayes, issued a revolutionary order that, henceforth, assignment of Coast Guard women would be unrestricted so long as adequate hygiene facilities were available. Previously, such facilities had been available to officers only (many women had commanded Coast Guard boats); however, the Commandant's order enabled women crewmembers to serve on the boats, as well.

In the 1980s and 90s, increasing demands for anti-drug efforts led to another fleet of Coast Guard patrol boats. Bollinger Shipyards built 49 of these *Island* Class boats, using a "Parent Craft" design, which were quickly pressed into service. Subsequently, Bollinger provided the 87-ft. fleet and, when this program is completed, will have provided the Coast Guard's entire present patrol boat inventory.



Two Island Class patrol boats, of the eight currently deployed to the Persian Gulf, are shown here. These boats were deployed to support Operation Iraqi Freedom.

New Test Center to en in '03

MOORESTOWN, N.J. - A \$9.4 million, 46,000 sg. ft. facility will open in the fall of 2003 to collocate Lockheed Martin and partner Northrop Grumman, enabling more efficient systems integration and cost-effective C4ISR development.

Lockheed Martin broke ground for the Center last December. U.S. Coast Guard Rear Adm. Patrick M. Stillman said at the groundbreaking ceremony, "Worry not; the public trust is in good hands with this partnership and we will not let the American people down."

The Development, Integration, & Test Center will be dedicated to the Deepwater Program for Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance, or C4ISR. Some 16,000 sq. ft. of laboratory space will be housed in the Center, which is being built near Lockheed Martin's Theater Network Integration and Naval Systems Computing Centers.

Naval Electronics & Surveillance Systems President Fred Moosally indicated the synergies created among these centers will provide Lockheed Martin and its customers with an unmatched capability to conduct surface systems integration, testing, and interoperability efforts across the full range of systems.

The Integrated Coast Guard Systems Deepwater Program is the largest modernization program in the U.S. Coast Guard's history and is the first layer of defense in the Homeland Security defense effort.

Open Business Model Promotes 'Best Practices'

The Open Business Model, or OBM[™], was developed to establish a model to match mission demand with operational capabilities and to serve as a framework, or process, to promote competitiveness and "best practices" among team members and suppliers.

OBM[™] was created to institute flexibility to identify supplier networks, as well as provide a channel to invite new technologies - or better, more fully developed, newer, more innovative products - at the time of major system award. Although most base period suppliers enjoy "preferred" status, suppliers will be reevaluated upon changed requirements or circumstances. OBM[™] does not mean there has been or will be program-wide recompetition of all current baseline solutions after award.

OBM[™] is employed at various stages of system review, asset study, and selection. As applied throughout Phase 1 of the Deepwater Program, the incorporation of four years of market research, trade studies, customer input, and open competitions has resulted in the current baseline. System framework for outyear major systems competed in the Deepwater proposal, such as VTOL Recovery and Surveillance Aircraft, provides opportunities, should program requirements change. The absence of percentagebased teaming agreements under OBM[™] allows flexibility.

OBM[™] is executed by a variety of methods, such as trade studies, Industry Day (see photo), market survey, site visit, requestfor-information, or request-for-proposal. Efforts that have benefited under the OBM[™] model include the Vertical Take-Off and Landing Unmanned Air Vehicle and the Maritime Patrol Aircraft.

FIRST SUPPLIER INDUSTRY DAY SUCCESSFUL

Each year, those systems or products which have registered and may have application to the Deepwater program will be invited to participate in that year's supplier Industry Day. (See Box.) Visit our website to register: www.integratedcoastguardsystems. com/registration_subcontract_opps.html

First Industry Day Results, Oct. 1-3, 2002

Registration Results

- 613 Total Registrations
- Individual Companies 405

Interview Statistics

- 251 Total • Individual Companies 181 • Small Businesses 102 25
- International

Several Promising Innovations Identified

- Over 40 new suppliers under consideration
- Over 19 new suppliers referred to lower tier subcontractors or other programs

Introducing the Integrated Deepwater System!

The Integrated Deepwater System gives the Coast Guard an essential increase in Operational Effectiveness:

More capable C4ISR architecture, surface and aviation assets Greater capability due to additional available mission hours Improved readiness over existing legacy systems More efficient support through an integrated logistics system

Coast Guard's Core Deepwater Missions

- Homeland Security and National Defense
- Search and Rescue
- Alien Migrant Interdiction
- Drug Interdiction
- Fisheries Protection
- Marine Environmental Protection

Current Coast Guard Systems

- 90+ Ships
- 200+ Aircraft
- Associated C4ISR (Command & Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance)
- Shoreside Command & Control (C2)
- Logistics Support Infrastructure

Future Coast Guard Systems (as Proposed)

- 91 Ships (National Security Cutters, Fast Response Cutters, Off-Shore Patrol Cutters)
- 124 Boats (Long Range Interceptors, Short Range Prosecutors)
- 49 Modified 123' Patrol Boats
- 244 Aircraft (C130J Hercules, Vertical Recovery & Surveillance Helicopters, Vertical Take-Off and Landing Unmanned Air Vehicles, Maritime Patrol Aircraft, Multi-Mission Cutter Helicopters, High Altitude Endurance – Unmanned Air Vehicle)
- Enterprise Command, Control, Communications, Computers, Intelligence, Surveillance & Reconnaissance
- Integrated Performance-Based Logistics Systems

Veterans Add Diversity To Deepwater

BETHESDA, Md. – Veteran-owned businesses have formed a consortium to pool their resources and leverage their expertise for the success of the Coast Guard Deepwater Program. Catapult Technology, Ltd., Bethesda, was selected to lead the consortium. Catapult is the portal into the best that the veteran community has to offer, functioning both as a subcontractor to Integrated Coast Guard Systems (ICGS) and as the prime integrator for the Veteran's Consortium as it responds to specific Deepwater program requirements.

Veteran-owned businesses provide a loud, supportive, and credible voice throughout the federal government on Homeland Security and Defense, and particularly for Deepwater. The Veteran's Consortium has extensive experience with USCG and DOD C4ISR. Many of the firms utilize retired U.S. Coast Guard personnel on staff or as business owners. ICGS recognizes the Consortium as a valuable resource in meeting its commitments to the Coast Guard and the small-business community, including ICGS disadvantaged, Veteran and Service Disabled Veteran contracting goals. Their presence on Capitol Hill is an important element in keeping Deepwater viable in the years ahead.

The Veteran's Entrepreneurship and Small Business Development Act of 1999 provided for the Government-chartered Veteran's Task Force, and a not-less-than three percent small business contracting/subcontracting goal for federal contracting. Subsequently, the National Veteran's Business Development Corporation was chartered and funded by Congress to be an advocate to the Veteran and Disabled Veteran business community. The Secretaries of Defense and Veteran's Affairs sit on its Board of Directors. Members of the Veteran's Task Force are appointed by the President of the United States and have representation from our nation's veterans' organizations.



This common operating picture uses command, control, computers, and communications, intelligence, surveillance, and reconnaissance (C4ISR) systems to connect the various asset platforms operating from shore and offshore.

For more information, or to submit articles, photographs, etc., please contact the Editor: Margaret Mitchell-Jones, margaret.mitchelljones@dwicgs.com 571-218-3355 (infoline)