



Photo: USCG

ICGS has delivered to the U.S. Coast Guard 17 cutters with upgraded communications systems that will support the service's coastal protection and homeland security missions.

Among their enhanced capabilities, the 270-foot and 378-foot cutters now have access to classified and unclassified data communications through the U.S. Department of Defense's Secret Internet Protocol Network (SIPRNET), giving Coast Guard crews intelligence information that previously was not available.

The initial upgrades were accomplished through the efforts of The United States Coast Guard, the cutter crews and the ICGS team.

"Integrated command, control, communications, computers, information, surveillance and reconnaissance (C4ISR) systems are the backbone of Deepwater's system of systems design," said Dale Bennett, president of ICGS. "This upgrade provides real-time interaction between cutters at sea and shore-based resources, which allows the Coast Guard greater capability to carry out its vital missions."

The legacy upgrades were performed in conjunction with two similar upgrades to the Communication Area Master Station Pacific (CAMSPAC), located in Pt. Reyes, CA, and the Communication Area Master Station Atlantic (CAMSLANT), located in Chesapeake, VA. The CAMSPAC upgrade was completed in April 2004 and the CAMSLANT upgrade was completed in September 2003.

Upgrades to the remaining 270-foot medium endurance cutter and 378-foot high endurance cutter will take place over the next six months, followed by upgrades to 14 210-foot medium endurance cutters.

This upgrade was the direct result of the successful partnership between government and industry, including ICGS, the U.S. Coast Guard Telecommunication Information System Command, the U.S. Navy's Space and Naval Warfare Systems Command, several Lockheed Martin divisions and PROSOFT Corporation.

Coast Guard Has New Home

Lockheed Martin in Moorestown, NJ, is home to the newly opened \$9.4 million Maritime Domain Awareness Center (MDAC) – a 46,000 sq. ft. facility to develop, test and integrate systems that will instantly link ships, aircraft and shore stations.

Adm. Thomas H. Collins, Commandant of the Coast Guard, Rep. Frank LoBiondo (D-2nd, NJ), Rep. Jim Saxton (R-3rd, NJ), executives from Integrated Coast Guard Systems (ICGS) and representatives of Lockheed Martin and Northrop Grumman officially opened the Maritime Domain Awareness Center at a ribbon-cutting ceremony on April 23.

"The MDAC will provide us with a common picture to identify, deter, intercept and eliminate threats as far away from our homeland as possible," said Collins. "It will provide us with a systems view beyond Deepwater: a national view."



Reps. Frank LoBiondo (center left) (2nd Dist., N.J.) and Jim Saxton (far right) (3rd Dist., N.J.) attended the MDAC ceremony and pledged their continued support to the Coast Guard and its vitally important maritime domain awareness role. Also assisting Adm. Collins is Bob Coutts (far left)

MDAC will support the Coast Guard's Deepwater program, designed to recapitalize Coast Guard aircraft, ships, command and control, and logistics systems.

"The MDAC, combined with the synergies of the other labs, provides our customers with an unmatched capability to integrate and test a full range of systems to enhance maritime domain awareness," said Maritime Systems & Sensors President Fred Moosally.

Labs in the complex that will support the MDAC include the Theater Network Integration Center, Naval Systems Computing Center, and Command & Control Experimentation Lab.

"This program and this team provide a role model for the future," said LoBiondo. "You have my continuing support for Deepwater and the Coast Guard, because it is the right thing to do for the nation."



(U.S. Coast Guard Commandant Adm. Thomas Collins views systems undergoing testing at the Maritime Domain Awareness Center (MDAC) in Moorestown, NJ. The MDAC supports development, testing and integration of C4ISR assets for the Deepwater Program. This set is destined for an Island-class cutter that is being converted and upgraded. Collins was at the MDAC for the center's ribbon-cutting ceremony on April 23. Rep. Frank LoBiondo (behind Collins) and Rep. Jim Saxton (not pictured) also participated in the ceremony.

Bennett Named President Of Integrated Coast Guard Systems

On April 29, ICGS announced the reorganization of the joint venture's executive leadership to respond to increasing demands of the Integrated Deepwater System program, as ICGS and the Deepwater program continue to gain momentum.

In this new organization structure, Dale Bennett will become the president of ICGS and retain his responsibilities as the vice president for Coast Guard Systems at Lockheed Martin. Gerry Moorman will take on a new role as ICGS vice president of Operations. This position will provide additional focus on the execution of the program.

"Dale brings strong leadership to our Coast Guard Line of Business," said Fred Moosally, president of Lockheed Martin's Maritime Systems & Sensors business. "He will work to leverage our full capabilities to ensure customer success and focus our efforts on homeland security initiatives."

Most recently, Dale led the Marine Systems line of business in Baltimore, MD.

Bennett's career spans 28 years of service to industry and the military. He has held many assignments of increasing responsibility within Technical Operations and Business Development at Lockheed Martin.

Bennett is a strong supporter of educational enrichment programs for children. He serves on the Executive Board for Junior Achievement of Central Maryland as well as the Maryland Science Center Board of Directors. He is a member of the Naval Institute, Navy League of the United States, and American Society of Naval Engineers. Bennett holds a bachelor's degree in Mechanical Engineering from the University of South Carolina-Columbia, a master's degree in Systems Engineering from Johns Hopkins University and a MBA from the Sloane Fellows Program at the Massachusetts Institute of Technology.



Dale Bennett briefs his Deepwater Team during an All Hands meeting earlier this year.

L-3 Communication Systems

L-3 Communication Systems – East in Camden, NJ, provides systems architecture, design, manufacturing and test of completely integrated external and internal communications systems for the Coast Guard's new surface assets and selected regionally dispersed shore site facilities.

The backbone of the communications solution for Deepwater is the MarCom Integrated Voice Communication System (IVCS), which was introduced to the first 123' legacy cutters. L-3's MarCom IVCS was developed to replace multiple stand-alone communications systems aboard ships and tactical operations centers on shore, allowing flexible, tailored multi-level secure voice communications to increase both operational awareness and personnel efficiency.

Other key components of the communications suite will be the RF Distribution System (RFDS) and the Automated Communications Resource Manager (ACRM), which will significantly increase productivity for the Coast Guard. In order to perform extensive design verification testing, L-3 is under contract to facilitate an L-3 Integration and Test Center (LITF), which will work in conjunction with Lockheed Martin's new MDAC.



"Books for Boats" Is Smooth Sailing

In an average day, the U.S. Coast Guard saves 10 lives, assists 192 people in distress, protects \$2.8 million in property, interdicts 14 illegal immigrants at sea, conducts 109 search and rescue cases, seizes \$9.6 million worth of illegal drugs, and responds to 20 oil and hazardous chemical spills.

And yet the men and women of the Coast Guard still find time to read – if they can find some books on their vessel.

That is why Lockheed Martin conducted "Books for Boats," a fundraiser designed to fill the Coast Guard's empty libraries.

This year's "Books for Boats" drive raised \$700 in cash and checks from employees who donated during the campaign, which ran from April 12th to 16th. The "Books for Boats" drive will be held again next year as Lockheed Martin continues its support for those who serve our country.

In discussions with the Coast Guard Foundation, a public nonprofit organization that supports projects and programs that enhance the lives and well-being of Coast Guard members, it was discovered that many of the vessels, stations, bases and units were in need of technical manuals and continuing education reading materials.

"The Coast Guard Foundation deeply appreciates the support that Lockheed Martin employees have shown for the 'Books for Boats' program," said David T. Guernsey, Jr., vice president for development, Coast Guard Foundation. "The men and women in the United States Coast Guard aboard the ships that will receive these books appreciate your support as well."

To learn more about the Coast Guard Foundation, go to http://www.cgfdn.org.



David Guernsey, Jr. (left), vice president of Development for the Coast Guard Foundation, makes his "Books for Boats" donation as Wendy Kershner of Business Services and Rich Turner, Business Development, look on. Guernsey holds a framed picture of the U.S. Coast Guard barque Eagle, a three-masted sailing vessel homeported at the Coast Guard Academy in New London, Conn. – one of only five such training barques in the world.



RADM Stillman Visits Deepwater Team At Lockheed Martin

Lockheed Martin's Tech Campus was the main stop during RADM Stillman's visit to Moorestown, New Jersey, on June 21, 2004. Joining a standing-room only crowd during two Deepwater All Hands Meetings, ICGS President Dale Bennett thanked Stillman as well as CDR Brian Durr and CDR Tim Cook, who joined Stillman on his visit to the facility.

Stillman, who is the Program Executive Officer for the U.S. Coast Guard's Deepwater program, spoke to nearly 300 attendees about various Deepwater objectives and missions, citing many of the tangible results and accomplishments that have been achieved just two years under contract.

"Although the buildings, facilities, labs, computers and simulations are critically important, it's the people," said Stillman. "All of you, and your individual commitment and hard work will make our collective vision for this program a success."

Stillman concluded the session by fielding questions about Deepwater and other Coast Guard initiatives.

NEW CUTTER DESIGNATORS

In a decision dated April 7, 2004, the Vice Commandant of the U.S. Coast Guard established new names and numeric designators for all of the cutters that are being developed under the Deepwater program. The Coast Guard will be using the new cutter designators immediately by introducing the new cutter classes cross-referenced with the old on the first mention at the beginning of a document, i.e. "WMSL (formerly the NSC)." At some point, the Coast Guard will transition to using the new designation exclusively.

The Hull Numbers:

NSC Hull numbers consecutive starting with 750 OPC Hull numbers consecutive starting with 915 FRC Hull numbers consecutive starting with 1101

The Current Nomenclature Classification, or DESIGNATOR:

NSC will be called the "Maritime Security Cutter, Large" (WMSL) OPC will be called the "Maritime Security Cutter, Medium" (WMSM) FRC will be called the "Maritime Patrol Coastal" (WPC)* 87/110/123 will be called a "Maritime Patrol Boat" (WPB)**

*(for those cutters that are greater than or equal to 140 ft in length) **(for those cutters that are less than 140 ft in length)

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