U.S. Department of Transportation

United States Coast Guard

Operational Logistics Support Plan (OLSP)

for Deployable Pursuit Boat (DPB)

COMDTINST M4081.13

U.S. Department of Transportation
United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street SW
Washington, DC 20593-0001
Staff Symbol: G-SEN
Phone: (202) 267-1809

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COMMANDANT INSTRUCTION M4081.13

Subj: OPERATIONAL LOGISTICS SUPPORT PLAN (OLSP) FOR DEPLOYABLE PURSUIT BOATS (DPBS)

1. PURPOSE. This Manual describes how the DPBs will be logistically supported during their lifetime and is intended for use by all Tactical Law Enforcement Teams, plus various support activities. Logistics support responsibilities and related support policy are promulgated in this Manual.

2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel, and special staff offices at Headquarters shall comply with the provisions of this Manual.

3. DIRECTIVES AFFECTED. None

4. CHANGES. Recommendations for improvements to this instruction should be submitted via the chain of command to Commandant (G-SEN).

R. F. SILVA
Assistant Commandant For Systems

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Chapter 1 INTRODUCTION

A. **Purpose**: The purpose of the Deployable Pursuit Boat (DPB) Operational Logistics Support Plan (OLSP) is to describe how the DPB program will be supported and deployed. For those responsible for deploying the DPB, the OLSP serves as a reference that describes operational limits and shore-side requirements. For those responsible for providing integrated logistics support (ILS) for DPBs, the OLSP serves as a reference that describes where support is located and how to implement support services. The goal of the OLSP is to ensure proper personnel, training, initial technical data, facilities and the logistics support material is in place to provide operational support as the boats are deployed. The DPB OLSP is prepared in accordance with OLSP Deployment and Management Policy, HQINST 4081.2 Distribution of the plan includes:

1. Headquarters Offices

2. Engineering Logistics Center

3. LANTAREA and PACAREA

4. Maintenance Logistics Commands (MLCLANT & MLCPAC)

5. Electronic Support Unit Portsmouth

6. TACLET North, TACLET South and PACTACLET

B. **General**: As a result of the Deployable Pursuit Boat Project, 8 new construction DPBs have been added to the Coast Guard's drug interdiction efforts. This OLSP describes the logistical support concepts, organization and facilities in place or planned to be in place to provide operational life cycle support for these boats. The Operational Logistics Support Plan (OLSP) is the primary logistics document for the DPB program.

C. **Revisions**: The Platform Manager (PM) at the ELC holds responsibility for day to day management of this Manual. An Integrated Logistics Management Team (ILSMT) as outlined will support the PM as described in chapter 3 of this Manual. All recommendations for changes to this document shall be forwarded through the chain of command to ELC-014. PM for further consideration of the ILSMT.

D. **Mission Requirements:** The DPBs are used in the Coast Guard's law enforcement role interdicting suspected high-speed vessels in up to 4-6 foot seas. The projected operating hours for each boat are 500 hours per/year. The projected operating profile is 20% at 63 knots, 65% at 35 knots, and 15% at idle. The DPB is capable of surviving in 10' seas but should not be employed under those conditions.

E. **Mission Area**: The Deployable Pursuit Boat Concept of Operations (CONOP), maintained by each Area Commander, describes the primary mission areas of the DPB.

1. **Primary Mission:** The primary mission of the DPB is to counter the importation of contraband into the United States. To meet this mission, the DPB must be able to accomplish the following:

   a. Functional Task: Coast Guard operational commanders have stated an urgent and compelling need for support of Deployable Pursuit Boats (DPB) and other patrol craft in interdiction efforts against the "go-fast" threat until the Coast Guard can generate more effective forces. Military Sealift Command (MSC) operates two T-AGOS ships, USNS VINDICATOR and USNS PERSISTENT, as MSC special purpose, single mission ships. Using these two ships and other vessels, DPB crews will support Coast Guard interdiction operations to counter the "go-fast" threat.

   b. Operational Capabilities: To perform the above missions, the DPB possesses the capability to:

      1) Operate with a range of 300 NM at 35 knots with a crew of up to six and 300 lbs. of cargo, while maintaining effective communications with the Mission Operation Center, Task Unit Commander, Surface Action Group Commander directly or by using aircraft support.

      2) Achieve speeds in 0' sea state in excess of 63 knots while maintaining high maneuverability and acceleration.

      3) Continuously and safely operate in 4'-6' seas. DPB's are survivable in seas up to 10', but should not be employed under those conditions.

      4) Allow hands free communications between internal crew and supporting units.

2. **Secondary Missions:** There are no secondary missions.

F. Operational Concepts

1. **Deployment:** Once targets are identified, TACLET crews will deploy the DPBs in tandem to intercept the contact. The intercept will be assisted from a Mission Operation Center, Task Unit Commander or Surface Action Group Commander.

2. **Mission Employment:** DPBs will operate year round and will always be operated in pairs when employed. The DPBs will be frequently deployed in 4-6 ft seas and are capable of surviving and returning in 10' seas. The projected operating hours for each boat are 500 hours per/year with an operating profile of 20% at 63 knots, 65% at 35 knots, and 15% at idle.

3. **Operational Environment:**

a. TACLET North - One CG T-AGOS ship outfitted with two DPBs shall operate off the southern east coast in the Caribbean. Operational control (OPCON) shall belong to Atlantic Area Commander, but tactical control (TACON) will normally be delegated to Joint Interagency Task Force Commanders and then briefly passed to Seventh District Commander during intercepts for law enforcement. The first operational CG T-AGOS ship operated by MSC shall be deployed to the Caribbean and shall be homeported in Norfolk. It will re-supply and switch detachments in various Caribbean ports.

b. PACTACLET - One CG T-AGOS ship outfitted with two DPBs shall operate off the southern west coast of the U.S. Operational control (OPCON) shall belong to Pacific Area Commander, but tactical control (TACON) will normally be delegated to Joint Interagency Task Force Commanders and then briefly passed to the Eleventh District Commander during intercepts for law enforcement. The second operational CG T-AGOS ship operated by MSC shall be deployed to the Pacific and re-supply/switch detachments in ports south of San Diego. It will utilize San Diego as a forward operating base (FOB).

c. TACLET South DPB detachments are intended to operate in various theaters of operations within the Seventh Coast Guard District. The detachment is shore based and may be used with or without the use of a support vessel. Most operations will be conducted with the use of a support vessel. The current support vessel is the U. S. Army LCU-2000. The viability of this asset has proven itself fully capable of supporting a DPB detachment. The LCU comes fully crewed with the Coast Guard responsible for paying for fuel only. The support vessel will provide fuel, food, berthing, logistics and communications support.

Chapter 2 SYSTEM DESCRIPTION AND CONCEPTS

A. General:

1. **System Operating Components:** Major operating and support systems include the following:

   a. Twin powered Yanmar diesel plant.

   b. State-of-the-art helmet hands free communication that allows free communication between crewmembers while underway under all conditions.

   c. An integrated navigation equipment package that includes RADAR, DGPS, chartplotter and depthsounder consistent with present Coast Guard standards. This integrated equipment package will provide pinpoint accuracy required for law enforcement operations.

   d. Fendering system that includes heavy-duty rub strakes, high pressure relief valves and auto-inflation pump.

2. **System Logistics Components:** The DPB is supported through commercial and government entities; specific support resources include:

   a. CMplus: CMplus shall be the primary logistics information support tool. A fully populated CMplus database will be provided for each boat. The TACLETs shall be responsible for maintaining the configuration, supply and maintenance information in this database. Where necessary the TACLET shall be responsible for ensuring that boat crew, ESDs or others, expeditiously provide all change data for incorporation into CMplus.

   b. Supply-Support:

      1) The Contractor is responsible for delivering DPB spare parts within 48 hours to any CONUS port upon notification during normal working hours. The TACLET EPOs will act as a point of contact between the DPB crews and the contractor.

      2) The Coast Guard shall stock specific electronics spare parts as outlined in Appendix J.

      3) The TACLETs shall stock specific Hull, Mechanical and Electrical spare parts, as outlined in Appendix J, in an appropriate shore side location when not deployed and in an 10’x8’x8’ connex box when deployed.

   c. Technical Data: Commercial technical manuals (TMs) are provided for all equipment/systems. A DPB Information Book is under development. Technical

drawings, system schematics, operating and routine maintenance instructions, and parts lists are being procured.

d. Configuration Management: The DPBs are Standard Boats. It is in the best interest of the DPB program to maintain an identical configuration on each platform. As such, modifications will be made in accordance with the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series).

e. Training and Training Support: Since these boats are unique to the Coast Guard, the Contractor will provide approximately 30 hours of training after acceptance of each boat. The training will consist of boat handling, engine repair, crew coordination, engineering systems and safe operation at high speeds. Additionally, basic fiberglass and fender repair will initially provided be the manufacturer. Recurring AFC-56 funding has been requested to meet continuing training needs. Follow-up training requirements are under development.

f. Maintenance Support: DPBs are maintained in accordance with the tri-level maintenance philosophy described in the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series). The Contractor has provided recommended preventive maintenance tasks for all equipment installed in the DPB with the exception of the electronics equipment listed in Appendix E. A Preventive Maintenance manual is provided with each boat.

B. Platform/System Description: The major operating and design features of the DPB are listed in *Table 2-1:*

Table 2-1

38'-DPB OPERATING AND DESIGN FEATURES

Nomenclature	Measure/Capability
Weight	11,275 lbs full outfit & full fuel (no crew)
Length (LOA)	39' 1-1/2"
Draft, Maximum	3'
Beam w/collar inflated	9'-2"
Height, Maximum	9'-7" above the keel (Antennas lowered)
Speed	60+ knots
Range	300 nautical miles at 35 knots
Fuel Tank	120 Gallon Aluminum (Aft), 40 Gallon Aluminum (Fwd)

C. Major Hull Assemblies/Subassemblies: Described below are the major systems of the DPB:

1. Hull System: The boat construction and equipment meets American Boat and Yacht Council (ABYC), Standards and Practices.

a. Inherently buoyant hull

b. Mechanically attached sponson system using threaded dual cord/track attachment method.

c. Vinylester resin fiberglass hull with canopy

2. Machinery Plant Components and Characteristics: The DPB machinery plant components and characteristics are listed in *Table 2-2.*

Table 2-2

MACHINERY PLANT COMPONENTS AND CHARACTERISTICS

Main Diesel Engines (MDEs)	Two 420 HP Yanmar Marine Diesel engines each driving a fixed pitch propeller through a 2 speed ZF reduction gear with a solid continuous shaft.

3. Propulsion Plant: *Table 2-3* lists the DPB propulsion plant components.

Table 2-3

PROPULSION PLANT COMPONENTS AND CHARACTERISTICS

Component	Description
MDEs	Two 420 BHP Yanmar Diesel Engines
Reduction Gears	ZF Hurth, HSW-110-GTS1, 2-speed gearbox
Propulsion System	Two TriMax G-Drive Assemblies
Propulsion Shaft	Two Stainless steel alloy shafts
Shaft Seals	TriMax G-Drive seals
Propellers	Two surface-piercing Mercury 5-Blade
Steering controls	Hydraulic

4. Electrical Systems: The DPB's electrical power is supplied by two 80-amp engine driven alternators and three 12-volt batteries. One battery is dedicated to operate the "Drop-In" Communications Package. A 110-volt, 60 Hertz, 30 amp, single phase shore tie cable is used to supply power for a battery charger and hot starts when the DPB is not in use. The main 110-volt electrical switchboard is located in the cockpit on the port side. The main 12-volt electrical switchboard is located in the cockpit on the starboard side

5. Electronic Systems: The DPB is equipped with an electronic system network that enables boat personnel to communicate, navigate, operate, and monitor equipment. The DPB's electronic systems include:

Navigation and Communications systems

Surface Search Radar	
w/ Electronic Charting System (ECS)	Raytheon RL74RC
12 Channel DGPS and Antenna	Raytheon Raystar 114
Depthsounder w/ transom mount transducer	Raytheon ST-60
Loudhailer w/siren	Whelan 295HFS1
GPIRB, CAT1	NAT-S-1510
Exterior communication system	
VHF-FM and antenna (SPECTRA)	W9 DES
HF Radio - Secure	AN/PRC-138
VHF-FM radio	Intrepid GS-1260
Interior Communications Systems	
Helmet	Gentex
Intercom System	AN/VIC-3

D. Logistics Support Concepts:

1. Objectives: The overall logistics support objective for the DPB is to ensure support is in place when and where needed at minimal cost throughout the boat's five year service life. The logistics support system is designed to provide a system that is available up to 265 days a year with routine maintenance completed. Supportability and sustainability goals are:

a. Provide a boat that a TACLET can safely operate and reliably maintain.

b. Ensure technical manuals and Preventive Maintenance System (PMS) guidance is provided for the crews.

c. Provide spare parts and documentation in support of the platform.

d. Ensure TACLET North, TACLET South, and PACTACLET have proper documentation and data to arrange for repair and maintenance of the boat over its life cycle.

2. Support Environment: Support personnel, organizations and facilities that are required to support DPBs are unique. A commercial contractor will handle the majority of the depot level hull and mechanical technical support while ESU Portsmouth will provide the electronics support. TACLET North, TACLET South, and PACTACLET will provide logistical support and assistance for the deployed DPBs.

Chapter 3 ORGANIZATION AND RESPONSIBILITIES

A. **General**: Support issues must be identified and brought to the attention of the proper organization to ensure adequate logistics support is provided. TACLET Commanding Officers (COs) are in the best position to evaluate the support they receive, and therefore, they have the primary responsibility for identifying support deficiencies and reporting them to the proper organizational level. Responsibility for planning and providing logistics support for the DPB is distributed among the following organizations:

1. Commandant

2. Engineering Logistics Center

3. Areas

4. Maintenance Logistics Commands

5. Electronic Support Unit

6. Electronic Support Detachment

7. TACLET North / TACLET South / PACTACLET

8. Deployable Pursuit Boat Crews

B. **Logistical Support Organization and Responsibilities**: Specific logistic support responsibilities are as follows:

1. **Integrated Logistics Support Management Team (ILSMT)** A standard boat ILSMT shall be chartered by the ELC. The Platform Mamager at the ELC shall chair this team. The team shall consist of representatives from the following organizations G-OCS, G-SCE, G-SEN, G-SL, G-WTT, MLCs and such ad hoc members as the chair may desire. The standard boat ILSMT shall convene with the Deployable Pursuit Boat as a topic, as required, but not less than every two years in conjunction with the update/revision of this plan.

2. **Commandant**

a. Commandant (G-ACS):

1) Purchase, deliver and oversee construction of all DPBs in accordance with the DPB contract specifications

2) Resolve operational boat warranty issues that cannot be resolved by the unit and Fountain Power Boats.

3) Administer the DPB contract.

4) Administer T-AGOS Military Inter-Agency Purchase Request (MIPR) with MSC.

b. Commandant (G-OCS):

1) As program sponsor, act as the Configuration Management (CM) Manager for the DPB.

2) Carry out Planning, Programming, Budgeting, and Evaluation System (PPBES) activities for DPBs.

3) Set performance standards for the DPB fleet.

4) Act as COTR for the DPB Contract.

5) Serve as chair of the Configuration Control Board (CCB).

c. Commandant (G-SCE):

1) Manage the design, change, testing, development, procurement, installation, and maintenance (corrective and preventive) of DPB electronics systems and equipment.

2) Manage the establishment of Systems Management Engineering Facilities (SMEFs). Perform functions of Equipment Manager for those DPB electronic equipment/systems assigned but that lack a designated SMEF.

3) Provide technical guidance to field commands through the SMEFs for DPB electronics equipment/systems.

4) Provide policy direction to Area, MLC Commanders, and TACLET OICs regarding the operation, administration, and inspection of DPB electronics equipment/systems and associated training programs.

5) Act as a member of the Configuration Control Board.

6) Maintain the DPB Planned Maintenance System (PMS) for electronics.

7) Identify and develop follow on training programs for the DPB's electronic equipment.

8) Identify, maintain, and evaluate AFC-42 standard support level

d. Commandant (G-SEC): Coordinate facility support requirements for DPBs as directed by the MLCs and this OLSP.

e. Commandant (G-SLS): Provide TACLET North, TACLET South, and PACTACLET the ability to manage part inventories and configuration using software, including the initial installation and training as necessary.

f. Commandant (G-SEN):

1) Review, and approve standards for design and maintenance (corrective and preventive) of DPBs.

2) Prepare, review, and approve plans, designs, and specifications for the renovation, repair, maintenance, and alteration of Hull, Mechanical, and Electrical (HM&E) systems onboard DPBs.

3) Approve and promulgate HM&E maintenance policy.

4) Develop, maintain, and evaluate AFC-45 standard support level.

5) Serve as a member of the CCB.

6) Ensure DPBs are designated in the Casualty Reporting System (CASREP) database.

g. Commandant (G-WTT):

1) Work with the Program Manager in establishing and determining core competencies for human performance.

2) Identify and validate appropriate training opportunities or requirements.

h. Commandant (G-OCU):

1) Maintain and update Memorandum of Agreement between USCG and MSC (Appendix F).

2) Transfer operating funds to MSC for the T-AGOS vessel and act as COTR for the MSC MIPR.

3) Serve as a member of the CCB for weapons issues.

4) Approve any weapons or ordnance changes.

3. Engineering Logistics Center Commanding Officer:

a. Promulgate and update the DPB OLSP every two years.

b. Maintain the master library and Engineering Information DataBase (EIDB) for all DPB training manuals, and drawings.

c. Maintain the DPB PMS.

d. Promulgate the Boat Class Maintenance Plan (BCMP) for the DPBs.

e. Maintain a DPB technical manual library and provide technical manuals to the MLCs and TACLETs.

f. Resolve technical issues above and beyond the capabilities of the TACLET engineers and the MLCs.

4. Area Commanders:

a. Will receive Allotment Fund Code 30 (AFC-30) funds for organizational, intermediate and depot level maintenance for DPBs through the asset budget model.

b. Formulate policies and coordinate logistics with MSC and Commandant G-OCU when DPBs and personnel are deployed aboard MSC ships.

c. Supervise the efforts and the operational schedules of TACLET North, TACLET South, and PACTACLET.

d. Provide small arms and ammunition support as directed by Commandant G-OCU.

e. Coordinate scheduling of Commandant G-OCU allotted Full Operating Schedule (FOS) days with MSC. Ensure that the T-AGOS vessel is able to return to homeport prior to expending all FOS days in a fiscal year. Coordinate with MSC to ensure that sufficient advance notice is given for shifts between FOS and Reduced Operating Schedule (ROS) periods.

5. Maintenance and Logistics Command Commanders:

a. Manage the repair, maintenance, and approved alterations of electronic equipment installed on DPBs.

b. Manage AFC-42 funds associated with supporting DPBs IAW published SOP guidelines. Plan, initiate, and execute electronic equipment repair contracts for DPBs as required.

c. Budget and manage AFC-45 standard support level funds IAW SOP guidelines.

d. Ensure that safety and environmental health hazards aboard DPBs are identified for abatement through the boat, repair, maintenance, and alteration program

e. Assist TACLETS with coordinating complex logistics issues.

f. Track and process CASREPs resulting from fire, flooding, collision, grounding, capsizing, or striking a submerged object.

g. Maintain a DPB technical manual library

6. Electronic Support Unit (ESU):

a. Provide intermediate level corrective maintenance support through intrinsic expertise or outside technical experts.

b. Manage AFC-42 funds provided for the DPB.

c. Provide input via the MLC concerning BoatAlts. Manage approved alterations of electronic equipment and installations.

d. Ensure electronic technicians are properly trained to maintain, repair or replace electronic equipment listed in Appendix E before deployment.

e. Assist deployable pursuit boat crews and operational commanders in obtaining technical and logistical support and resolving support problems.

f. Monitor Casualty Reporting System (CASREP) messages and respond as appropriate.

g. Coordinate scheduling deployments with the COs of TACLETs .

7. Electronic Support Detachment(ESD):

a. Provide direct support to DPB as directed by the MLCs and Chapter 4 of the OLSP and Electronics Manual, COMDINST 10550.25 (series).

b. Provide one electronic technician for deployment for each T-AGOS class vessel to perform all organizational maintenance in accordance with the Coast Guard Planned Maintenance System(CGPMS) Work Schedule Book.

c. Manage the DPB Electronics AFC-30 funds provided for both planned and corrective maintenance.

d. Maintain and update the Management Information for Configuration Allowances (MICA) document; formerly ERPAL; spare parts inventory.

e. Maintain and update the Electronic Installation Record (EIR). Maintain and update the CGPMS Work Schedule Book.

f. Responsible for maintenance of the T-AGOS AN/SPS-73 RADAR.

g. In accordance with appropriate SOP/Instructions maintain the required response capability for equipment casualties. Perform all organizational and corrective maintenance. Coordinate with the ESU for technical assistance outside the capability of the ESD.

8. TACLETs:

a. Provide direct support to DPBs as directed by Chapter 4 of the OLSP.

b. Manage the DPB AFC-30 O&M funds.

c. Assist boats and operational commanders in obtaining technical and logistics support and resolving support problems. Coordinate boat repair work lists.

d. Provide operational level HM&E maintenance, and in some cases, intermediate level HM&E maintenance.

e. Monitor Casualty Reporting System (CASREP) messages and respond as appropriate.

f. Perform and track DPB Maintenance.

g. Maintain a DPB technical manual library.

h. Provide technical assistance to deployed boat engineers.

i. Manage DPB warranties.

j. Track and process CASREPs.

k. Procure and ship parts to DPBs.

l. Maintain DPB boat records.

m. Manage the OM&S spare parts inventory for the DPBs

9. Deployable Pursuit Boat Crew:

a. Operate the DPB within the operational/environmental conditions described in the CONOP. Report casualties via CASREP to the proper operational and support organizations.

b. Identify logistics support problems and bring them to the attention of the chain of command.

c. Conduct maintenance, supply support, training, and other logistics activities described in this plan and other directives.

d. Bear responsibility for the operational readiness of the DPB fleet.

e. Determine basic plans, systems, methods, and procedures by which DPBs will maintain operational readiness.

f. Provide documentation to the appropriate supporting command (TACLETs/ Areas) of potential work.

g. Coordinate with the MSC T-AGOS Project Officer and the Operational Commander in the shipment of special mission material and the movement of Coast Guard Detachment personnel.

h. Supply boat record information to TACLET EPO.

i. Maintain onboard inventory of spare parts with CMplus.

j. For DPBs deployed on T-AGOS ships: Arrange with MSC master for underway engineering assistance to correct disabling DPB casualties on a case by case basis. The MSC engineers will provide "as available" assistance to the full extent of their ability. The MSC crew will be able to provide assistance approximately 7 hours per week if needed as outlined in the MSC MOU.

k. For DPBs deployed on Army LCU vessels: Arrange with LCU Commanding Officers for underway engineering assistance to correct disabling DPB casualties on a case by case basis.

Chapter 4 MAINTENANCE SUPPORT

A. **Concept**: DPBs will be maintained using existing Coast Guard, Contractor and commercial facilities.

1. **Maintenance Philosophy:** The DPB HM&E maintenance philosophy is based on Tri-level maintenance organization described by the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series). The electronic maintenance philosophy is outlined in the Electronics Manual, COMDTINST M10550.25 (series). The main objective is to keep the DPB and its equipment ready to perform required missions 80% or greater of total available time while deployed.

a. Types of Maintenance:

1) Preventive Maintenance: includes systematically scheduled maintenance procedures developed from manufacturers data aimed at preventing equipment system failures.

2) Corrective Maintenance: includes unscheduled repairs and historical data used to correct equipment failures.

3) Facility Maintenance: includes general housekeeping to preserve DPB equipment.

b. Levels of Maintenance:

1) Organizational Level Maintenance: conducted by the DPB crew including inspecting, servicing, lubricating, adjusting, replacing parts, minor assemblies, sub assemblies and testing. MAT team assistance will not be provided for the DPBs. Organizational level maintenance includes:

a) Approved routine preventive maintenance procedures.

b) Corrective maintenance, for which the DPB crew has been equipped, trained and funded to accomplish.

c) Electrical maintenance will be accomplished by the electrician's mate deployed with the TACLET.

d) Cleaning, washing, waxing, and sponson preservation.

e) Engine removal, installation and alignment.

2) Intermediate Level Maintenance: conducted by designated maintenance activities in direct support of the DPB crew.

a) Preventive Maintenance: requires special technical skills or resources not normally available to the TACLET and DPB crew. The TACLET EPO may administer intermediate assistance provided by various sources of supply such as an Integrated Support Command, commercial contractors, or an MLC assist.

b) Corrective Maintenance: maintenance beyond the TACLET or DPB crew capability but able to be performed by supporting Coast Guard command or commercial facility. The TACLET EPO may administer intermediate assistance provided by various sources of supply such as an Integrated Support Command, commercial contractors, or an MLC assist.

3) Depot Level Maintenance: includes maintenance, repairs, overhauls, and alterations, which are beyond the TACLETs capability. A commercial contractor will accomplish depot level maintenance.

a) Preventive Maintenance: maintenance requiring special technical skills or resources not normally available to the TACLET and DPB crew. A commercial contractor will accomplish depot level preventive maintenance.

b) Corrective Maintenance: maintenance beyond the TACLET or DPB crew capability. This may include a major repair or complete an overhaul of equipment components. A commercial contractor will accomplish depot level corrective maintenance.

2. **Electronic Organizational Level Maintenance**: The electronic maintenance philosophy is outlined in the Electronics Manual. The main objective is to keep the DPB and its equipment ready to perform required missions 80% or greater of total available time while deployed.

a. CGPMS-Electronics Equipment Preventive Maintenance: The CGPMS applies to electronic equipment installed aboard the DPB. The CGPMS provides the necessary guidance to plan, schedule, and perform preventive electronics maintenance. The CGPMS Work Schedule User Guide provides a detailed explanation of the various components of the CGPMS and how they are used. Preventive maintenance shall be accomplished in accordance with Chapter 10 of the Electronics Manual and the CGPMS Work Schedule User Guide. Specific preventive maintenance procedures are contained in the DPB MPCs. CGPMS procedures shall take precedence over all other planned maintenance procedures, including Navy and other locally developed procedures. Other forms of PMS are not authorized if CGPMS is available. If CGPMS is not available, Navy or locally developed PMS procedures are authorized. Requests for deviations from the above procedures should be forwarded to Commandant (G-SCE) via the cognizant MLC.

b. Electronics Corrective Maintenance: Electronics corrective maintenance is maintenance, which repairs and restores failures to equipment or systems. Corrective maintenance is random in both time and severity. The amount of severity of any

corrective maintenance required is considerably moderated by preventive maintenance in two ways: proper operation and cleaning which tends to prevent catastrophic failures; and scheduled inspections which allow detection of incipient failures. Repairs are performed by ESD personnel or by a contractor. DPB electronics maintenance philosophy requires removal and replacement of an electronic item from a pool of spares.

3. Responsibilities:

a. The deployed Officer in Charge (OIC) is responsible for the DPB's readiness to deploy and operate within established criteria. The OIC will ensure that all preventive, corrective and organizational maintenance is completed consistent with published directives and the DPB maintenance philosophy. The OIC shall notify the TACLET EPO of maintenance or repair discrepancies that are beyond the capabilities of the DPB crew unit to accomplish. The TACLET EPO will coordinate depot level and other extraordinary maintenance support requirements with the appropriate commands or civilian contractors. The OIC shall report any maintenance requiring more than 48 hours to repair via casualty report messages (CASREPS) to TACLET and MLC.

b. The TACLET EPO is responsible for all DPB maintenance and engineering administration IAW the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series) and the appropriate MLC instruction(s). The EPO will:

1) Provide technical assistance to deployed boat engineers

2) Manage DPB Warranties

3) Track and act on CASREPS

4) Track and process industrial service orders/specifications and coordinate all intermediate and depot level maintenance.

5) Act as COTR/COR during boat overhauls and major maintenance events

c. Maintenance Logistics Commands shall provide AFC-45 funding to correct casualties resulting from fire, flooding, collision, live fire incidents, and grounding in accordance with published MLC instruction guidelines for boats. MLCs will also provide contracting assistance to TACLETs as required for intermediate and depot level maintenance.

d. Integrated Support Commands shall provide contracting assistance to TACLETs as required for intermediate and depot level maintenance.

e. Electronic Support Unit Portsmouth shall provide support for all ESDs maintaining DPBs.

B. Equipment Categories: For maintenance purposes, equipment is divided into categories: HM&E; electronic; and electronic HM&E.

1. **Hull, Mechanical, and Electrical:** DPB HM&E equipment includes the main propulsion system, electrical components, fixed damage control equipment and auxiliary equipment. Chapter 2, paragraph C.1 through paragraph C.5 list DPB major HM&E equipment.

2. **Electronic:** Electronic equipment is primarily solid state in nature and consists mainly of circuit cards, modules, assemblies, subassemblies, and power supplies. DPB electronic equipment includes but is not limited to the equipment listed in Appendix E. All electronic equipment, listed in Appendix E, is to be maintained according to the CGPMS described in Electronics Manual, COMDTINST M10550.25 (series). DPB maintenance philosophy mirrors the current RHIB maintenance practice that requires removal and replacement of an entire defective electronic item by either ESD personnel or by contractor personnel. Equipment support outlines for items listed in Appendix E, will be added to CGPMS, will provide basic logistics, training, and maintenance information on each item of Coast Guard supported electronic equipment.

3. **Ordnance:** Ordnance refers to installed weapons systems.

Chapter 5 SUPPLY SUPPORT

A. General: Due to the mission requirements and time criticality, the DPB supply support concept is unique. The DPB support is based on commercially supported material and repair parts that can be supplied from the manufacturer to the supporting DPB activity within 48 hours of notification when the DPB is in port. While deployed, repair parts can be delivered from the manufacturer to the closest port of call (CONUS) within 48 hours of notification. The TACLETs will pay freight costs. Upon delivery, a DPB receives initial repair part allowances for 250 hours of operation based on manufacturer's recommendations. The deployed DPB with spare parts and crew can operate up to 45 days without additional logistical support. DPBs will carry their full allowance when deployed on a vessel. The manufacturer established the initial level of spare parts delivered for each DPB. The DPB is supported with materials requisitioned directly from the DPB manufacturer or other commercially available sources. Commandant (G-SCE) supports standard electronics equipment with operational fund accounts.

B. Allowance Documentation: The DPB allowance documents were developed during the initial provisioning process described below. Initial allowance documents were provided to each boat upon delivery.

1. **Spare Parts List:** Appendix J includes all equipment and components installed and associated spare parts, repair parts, special tools, and test equipment required to perform the boat mission for a period of 90 days. Commandant (G-SCE) is responsible for electronic repair parts philosophy and management.

2. **Configuration Management Plus:** is an on-line configuration-based supply and maintenance system for updating and maintaining baseline configuration data and replacement materials onboard cutters. Using you can access information relating to a cutter's inventory, maintenance, requisitioning, and equipment history. The Coast Guard developed for two reasons. First, to support the unit's supply mission by ensuring that materials and parts are available in sufficient quantity and quality to meet cutter maintenance needs for operational readiness. Second, to support the unit's maintenance mission by automating support for such operations as preventive maintenance, corrective maintenance, grooming, updating, and overhaul. CMplus for the DPB is under development.

C. Repairable Management: The DPB's BCMP (Appendix H) indicates the entities responsible for maintaining the Deployable Pursuit Boat.

D. Unit Supply Support: Supply support for HM&E equipment is based on commercial off the shelf (COTS). Supply support for electronic equipment is performed by the ESD attached to the DPB. The manufacturer, with ELC concurrence has developed an operational spare parts allowance. The TACLETs monitor and adjust allowances based on historical maintenance data.

1. **DPB Insurance Spares:** A separate list of deep insurance spares was developed for the DPB and managed and stored by the TACLETs. Following the initial procurement, the TACLETs will replenish, as necessary, insurance spares using operating expense funds. Each pair of DPBs shall have the insurance spares below:

   Main diesel engine
   Reduction gear
   Sponsons
   Trimax G-Drive
   Propellers

2. **Support Equipment:** DPB units are responsible for the replenishment of all test equipment.

Chapter 6 OTHER LOGISTICS SUPPORT ELEMENTS

A. Manpower and Personnel Support

1. **General:** DPBs are crewed by members of TACLETs. When deployed, DPB units and personnel transfer to the ships during the underway period. Since the DPBs are new technology, every effort will be made to provide training to the crew of this new resource prior to employment. The majority of training will be completed before initial assignment to the units. Personnel support responsibilities for the CG detachment shall be through the appropriate TACLET.

2. **Billet Structure:** The DPB is designed to operate with a two-man crew with up to four passengers. The complete billet breakdown is enclosed on Appendix D. Generally, the six consist of.

   One BM1
   One MK1
   Four Petty Officers

B. Training and Training Support:

1. **Concept**: The training objective is to provide skilled personnel to operate the DPB and its equipment while ensuring specific required Law Enforcement, Coxswain and maintenance skills are either addressed in Coast Guard courses or Contractor supported schools. Training support includes:

   a. DPB Training Courses: No DPB specific training courses have been currently identified. Since the DPB is very different to other cutter based RHIB, there is a need for pre-arrival training. The manufacturer will provide pre-arrival training prior to delivery of each boat for coxswains and navigators as discussed in Chapter 2.A.2.d.

   b. Pre-Arrival Training: G-WTT is in the process of determining the type and the amount of training required (TBD.)

   c. On-the-Job Training (OJT): The majority of required training for the DPB is specialized, however, basic Coast Guard seamanship skills will need to be adapted and developed from previous training and assignments and applied to this new boat. Minimal skills required for certified crews are contained in the Boat Crew Training Manual, COMDTINST M16114.9 (series). Coxswain qualifications are outlined in Boat Crew Qualification Guide, Volume I - Coxswain, COMDTINST M16114.11 (series).

   d. Follow-on Training: Upon arrival at the unit, follow-on crewmembers will receive OJT from crewmembers that received the initial pre-arrival training. They will also

be given the opportunity to practice boat operations and receive coaching and feedback.

e. Training Allowance Billets (TABs): There are no TABs for the DPBs.

f. Support Allowance Billets (SABs): These billets are specifically identified in Appendix D.

2. **Requirements/Constraints:** As boats are deployed, unit operational commander, facility managers, and program managers in consultation with Commandant (G-WTT) will determine the necessity of either developing a new training program manual or changing the existing instruction /educational materials. In addition, Commandant (G-OCS) and Commandant (G-WTT) may set specific training requirements for the coxswain and crews.

3. **Formal School Training:** The following training is required prior to deployment.

a. Job Qualification Requirements (JQR): JQRs for the DPB are promulgated by the TACLETS.

b. ESD ETs are required to complete schools as outlined in Appendix E of this OLSP.

4. **Master Training List (MTL):** MTL for the DPB is under development. Special training requirements are listed in Appendix D.

5. **Training Equipment:** There is no DPB specific training equipment.

C. Support and Test Equipment:

1. **General:** Special support and test equipment requirements for the DPB are listed in Appendix K.

2. **Requirements/Constraints:** Minimal support and test equipment needed to maintain the DPB will be carried while the DPB is deployed. Therefore, only minimal corrective maintenance essential for boat operation will be accomplished. Each TACLET determines the storage arrangements and establishes procedures for inventory and maintenance of this equipment. Inventory of test equipment is in accordance with requirements for General Purpose Property inventory.

D. Facilities Support:

1. **Boat Requirements:** The facility requirements for the DPB are similar to that of the 41UTB and RHIB. Commandant (G-SEC) reviews the following requirements to determine the need for additional support.

a. Berthing Area Requirements:

1) Depth requirements: 3 feet minimum at lowest predicted tide. Whenever possible, provide 4 feet.

2) Mooring Length: 45 feet minimum single pier along side.

3) Mooring Height: 9 feet 7 inches (HF antenna lowered). If covered mooring, minimum height required is 10 feet above highest predicted tide.

4) Mooring Width: 12 feet minimum

b. Facilities Connections: Facilities connection requirements are as follows:

1) Sewage: Not applicable.

2) Fuel: The DPB has a 120 gallon aft tank and a 40 gallon fwd tank. Both tanks use the standard fuel hose nozzle for replenishment.

3) Grey Water: Not applicable.

4) Bilge Water: Each compartment has an installed bilge pump which pumps directly overboard.

5) Telephone: Not required.

6) Potable Water: The DPB will require a fresh water wash and an engine flush after each deployment to maintain its operational readiness.

7) Electrical: One service of 120 volts alternating current, single phase, 30 amperes is required.

8) Compressed Air: Required to inflate sponsons.

c. Davit and Deck Fittings requirements: DPBs have the following requirements:

1) DPBs are outfitted for dual point lift as shown in Appendix L. Fittings are 24' 8" apart with aft most point 2' 10-5/8" forward of transom.

2) Lifting weight is 12,480 lbs with full outfit and fuel and 6 crew (@ 180 lbs each)

3) Bow cleat, stern cleats and transom tie downs.

4) There should be adequate accessibility around the davits to conduct preventive maintenance.

d. Fendering System: The DPB has inflatable non-marking sponsons protecting it from damage when used along vessels. If moored, fenders shall be provided to protect sponsons.

e. Ship and Shore Requirements: DPB crews will use ship and shore facilities for lighting, parking, refuse removal, or fire protection.

f. Fuel Requirements: The DPBs require minimum 45 cetane DFM (F-76). The use of JP-5 or MGO is not authorized.

2. **Work Space and Storage Facilities:** When deployed, DPBs will store repair parts, test equipment, and special tools in two 10' x 8' x 8' connex boxes. One connex box will be used for spare parts stowage. The other box will be equipped with a workbench, lighting, exhaust fan, and electrical outlets and will be used as a workshop. The administrative and maintenance support for the ship based DPB units are outlined below:

3. **Support Facility Planning Procedures:** TACLETs shall work with the appropriate Civil Engineering Unit (CEU) to assess the support facilities required.

4. **Transportation Requirements:** Procurement, maintenance, and storage of DPB trailers is the responsibility of each TACLET.

E. Configuration Management (CM):

1. **Concept:** CM follows standard Coast Guard configuration practices as outlined in instructions listed in this section. Platform and equipment configuration managers, with support of Configuration Control Boards (CCB), have ultimate approval of all configuration changes. When approved, configuration changes are executed in accordance with the Engineering Change Proposal process as described in the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series). The platform CM manager (Commandant (G-OCS) working through ELC Platform Management) controls CM down to the equipment, which has an equipment CM manager (the ELC or assigned SMEF). The equipment manager may make field changes and other modifications so long as form, fit and function are not changed.

2. **Responsibilities:**

a. Units are responsible for maintaining the current configuration of the boats assigned to their unit. Configuration changes are allowed only when approved by the appropriate CM, and will generally be executed by means of approved BoatAlts/Engineering Changes or an Electronic Field Change. The unit is responsible for maintaining the configuration in CMplus and submitting the completed alteration/change document. CMplus provides vehicles for updating Electronic Inventory Record (EIR) and other Coast Guard databases

b. Configuration Control Board (CCB): Commandant (G-OCS) chairs the platform CCB and has ultimate control of the configuration. There may be CCBs supporting various equipment managers. These CCBs will essentially be invisible to the unit. Any action forthcoming will be executed through field changes or other alteration process vehicles. There will be no significant changes to form, fit, and function.

c. Configuration Identification (CI): All CIs will be listed in the CM module of CMplus (eventually in the CM module of FLS). The supporting documentation (Master Equipment List, Requirement documentation, et cetera) for these electronic CI lists will be maintained at the ELC.

d. Configuration Control: Configuration control rests with the configuration manager. Please note other organizations will closely monitor various aspects of the configuration. However approval rests with the configuration manager. ELC Platform Management should be the field unit's first stop regarding configuration.

e. Configuration Status Accounting (CSA): CMplus is the CSA from the units perspective. In reality, FLS will eventually be the Coast Guard repository for all Coast Guard configurations. When this occurs, CMplus will be synchronized with FLS, allowing everyone visibility of the same data. CSA procedures are described in the Naval Engineering Manual (NEM), COMDTINST M9000.6 (series) and the Electronics Manual COMDTINST M10550.25 (series).

f. Configuration Management Plus (CMplus): Current Coast Guard policy calls for all new units to be delivered with CMplus, when appropriate. CMplus is a management information system that will assist DPB crews in managing configuration related logistics support tasks. Each DPB crew can query or review their own database to manage virtually all boat maintenance, supply, and configuration functions and can pass this data to the DPB supporting organizations.

F. Packaging, Handling, Storage and Transportation (PHS&T): Normal packaging, unpacking, handling and transportation policies and procedures apply to the DPB project.

G. Computer Resources Support: The office of Commandant (G-SCC) shall ensure all supporting commands possess computer hardware to operate the Standard CG Image, process CASREPs, and Microsoft Office etc.

H. Technical Data:

1. **Engineering Drawings:** Drawings are not provided by the manufacturer. Requests for drawings should be forwarded to ELC.

2. **Technical Manuals:** The manufacturer will provide TMs for commercial off-the-shelf (COTS) equipment and systems

3. **Warranty Length:** Each DPB is under warranty for a period identified below:

Hull	3 Years from date of preliminary acceptance.
Sponsons	2 Years from date of preliminary acceptance.
Engine	1 Year from date of preliminary acceptance or initial installation.

4. **Warranty Instructions**:

a. All warranty assistance shall be requested through the TACLET EPO. If a casualty requires warranty work, the DPB Detachment OIC shall request warranty assistance via a CASREP message. In the assist field, use "OTHER." In the "AMPN" field use "Request warranty determination and action. In the "RMKS" field include necessary information, as listed in c. below, to process warranty claims. The TACLET EPO shall process warranty claims in accordance with the warranty program provided with each DPB. Routine warranty issues not impacting boat operations shall be handled through regular message traffic. Any warranty disagreements should be forwarded to Commandant (G-ACS) via Commandant (G-OCS). Commandant (G-ACS) is responsible for administering the warranty program and shall resolve any disagreements.

b. For a period of five (5) years after delivery of each boat, the contractor will provide direct parts and contractor support. The contractor will deliver parts within 48 hours of notification (during normal working hours) to any CONUS location. Technical support will be provided telephonically or through on-site visits. TACLETs are responsible for funding tech support requirements.

c. For warranty service, contact Fountain Power Boat Inc. customer service desk (252) 975-1132 Monday through Friday during 0800-1700 (EST). Provide the following information with all warranty claims:

Hull Number – 38X01, 38X02, 38X03 or 38X04 (Number is on transom)
Serial Number and Model Number of item
Name and Part Number of item
Description of circumstances of warranty claim (Include pictures if possible).
Specific listing of parts and/or repairs
Delivery Pont for parts and/or repairs

* Note: Due to expected long-term isolated deployment of the DPBs, Coast Guard crews are expected to troubleshoot, and install warranty parts whenever possible.

d. If a warranty disagreements arises, contact Commandant (G-OCS) (202) 267-2164 and request to speak with the DPB Facility Manager(COTR). To contact Contracting Officer, call (202) 267-2046 and reference contract DTCG23-99-C-201003.

I. Miscellaneous: A Memorandum of Understanding (MOU) (Appendix G) was signed between U. S. Coast Guard and the Military Sealift Command (MSC) permitting Coast

Guard personnel and required support personnel onto MSC vessels. Details of the MOU are included in Appendix G.

Chapter 7 LIFE CYCLE MANAGEMENT

A. **General:** Lifecycle management is a process designed to ensure that resources are effectively and economically utilized. It is based on an understanding that the total cost of the system includes cumulative operating and maintenance expenses, and disposal costs, in addition to the initial acquisition costs. The total system approach to managing the DPBs is intended to continuously maintain the highest readiness level without adversely affecting personnel and training, nor squandering austere acquisition and recurring funding.

B. **Non-Recurring Funding:** Additional costs have been requested to outfit the DPBs and TACLETs to meet mission requirements. These funds will be provided to each TACLET on a one-time basis.

C. **Recurring Funding:** Operating and maintenance (O&M) funds keep the DPBs functioning. AFC-30 recurring funds for the DPBs will be provided for each DPB. TACLETs shall provide oversight for these funds. Recurring AFC-45 and AFC-42 funds will be provided to each MLC.

D. **Life Expectancy:** The current life expectancy for the DPBs is 5 years from the point each hull was put into service. Near the midlife of the first DPB representatives from G-OCS, cognizant MLC and ELC will conduct a Ship's Structure and Machinery Evaluation Board (SSMEB) in accordance with the Naval Engineering Manual (NEM), COMDTINST M9000.6 (Series). The finding of the SSMEB will determine if disposition shall be conducted at the 5 year mark. If the service life is to be extended an additional 3 years, another SSMEB shall be completed. The SSMEB shall include a list of all maintenance items required to safely extend the DPB life by 3 years and if that strategy is cost effective. Disposition of the DPBs occurring at the 5 year or 8 year mark will be in accordance with CG Property Management Manual, COMDTINST M4500.5 (series).

E. **Overhaul of Major Systems:** Due to the short life span of the DPBs no major overhaul programs for equipment are planned. All equipment will be overhauled or replaced as required on a case by case basis based upon fiscal merit**.**

Appendix A

Reference Documents

REFERENCE DOCUMENTS

DOCUMENT	
Acquisition Management	DPB Homeport Assignment List (Draft)
	Deployable Pursuit Boat Test and Evaluation Master Plan
ILS Planning	ILSP (None)
Maintenance	Casualty Reporting Procedures, COMDTINST M3501.3 (series)
	Naval Engineering Manual, COMDTINST M9000.6 (series)
	MLCLANT Standard Operating Procedures
	MLCPAC Standard Operating Procedures
	Electronics Manual, COMDTINST M10550.25 (series)
	DPB Warranty Manual
Support	DPB Warranty Manual
	Supply Policy and Procedures Manual COMDTINST M4400.19 (series)
	Property Management Manual COMDTINST M4500.5 (series)
Technical Manuals	DPB Technical Manual List (TBD)
Packaging, Handling, Storage & Transportation	ATSM 3951-90, American Society for Testing and Materials
	Inspection, Packaging, Handling, Storage & Transportation Handbook, COMDTINST M4450.1 (series)
	Methods of Preparation, MIL-P-116J
	Packing for Shipment and Storage, MIL-STD-129M
	Standard Department of Defense Bar Code Symbology, MIL-STD-1 189B
	Packaging of Propulsion Systems Boat and Ship, Main Shafting, Propellers, Bearings, Gauges, Special tools and associated Repair Parts MIL-P-2845D
	Preparation for Shipment and Storage of Engines, M IL-E-1 0062E
	Electronic Equipment Accessories, MI L-E-1 7555H
Configuration Management	Acquisition and Management of Integrated Logistics Support for Coast Guard Systems and Equipment, COMDTINST 4105.2 (series) (6/5/91)
	Coast Guard Configuration Management, COMDTINST 4130.6 (series)
Training	Boat Crew Qualification Guide, Volume I, Crewmember, COMDTINST M16114.11 (series)
	Boat Crew Qualification Guide, Volume II, Coxswain, COMDTINST M16114.11 (series)
	Boat Crew Qualification Guide, Volume III, Engineer, COMDTINST M16114.6 (series)
	Boat Crew Training Manual, COMDTINST M16114.4 (series)

Appendix B

Technical Manual Listing

Technical Manual Listing

GOVERNMENT FURNISHED EQUIPMENT

Title	Manufacturer	Model or Identification Number
VHF-FM DES Radio	Motorola	Spectra W9
HF Radio	Harris	AN/PRC-138
Crypto Device		KY-99

MANUFACTURER'S INSTRUCTION BOOKS

Owner's Manuals

Volume	Item	Manufacturer	Model or Identification Number
1 of 2	**PROPULSION**		
	Main Engine	Yanmar	Model 6LY2-STE Parts Manual GLY2-PM Service Manual GLY2-SM
	Gage Panel	Yanmar	Model 6LY2-STE
	Reduction Gear	ZF/Hurth	Model HSW110GTS-1 (Upgrade)
	Shafting	Trimax	G-Drive
	Propellers	Mecury	LH-48-847221L63 RH-48-847220L63
	BOAT (Hull)		
	Hull	Fountain Power Boats	38’ RIB Build Book Procedures
	ELECTRICAL & ELECTRONIC		
	Batteries & etc.		
	Batteries	Exide	
	Magnetic Compass	Ritchie	
	Electrical Navigation Aids		
	Search Light	Guest	
	Electronic Navigation Aids		
	Radar	Raytheon	RL-74RC
	DGPS	Raytheon	NAV-398
	Depth Sounder	Raytheon	ST-60
	VHF-FM Radio	Standard	GX-1260
	Loudhailer	Whelan	295HFS1A
	DC-DC 24VConverter	ABP	12V/UP/24V/25A

Appendix C

Acronyms

ABREVIATION	DEFINITION
AC&I	Acquisition, Construction and Improvement
AFC	Allotment Fund Code
APM	Assistant Project Manager
ASTM	American Society for Testing and Materials
BCMP	Boat Class Maintenance Plan
BIB	Boat Information Book
BMC	Chief Boatswain's Mate
BoatAlt	Boat Alteration
CASREP	Casualty Report
CCB	Configuration Control Board
CEO	Central Engine Overhaul
CEU	Civil Engineering Unit
CMP	Configuration Management Plan
CMplus	Configuration Management Plus
CO	Commanding Officer
COMDTINST	Commandant Instruction
COTS	Commercial-Off-The-Shelf
CSMP	Current Ship's Maintenance Projects
DC	Damage Control
DC	Direct Current
DPB	Deployable Pursuit Boat
ECS	Electronic Charting System
ELC	Engineering Logistics Center
ElectronAlt	Electronics Alteration
EPO	Engineering Petty Officer
ERPAL	Electronics Repair Parts Allowance List
ESD	Electronics Support Detachment
ESU	Electronics Support Unit
FAM	Familiarization Training
FLS	Fleet Logistics System
FSD	Full-Scale Development
FSS	Federal Supply System
G-ACS	Commandant, Office of Acquisition Contract Support
G-OCS	Commandant, Office of Boat Forces
G-SCE	Commandant, Office of Electronics Systems
G-SEC	Commandant, Office of Civil Engineering
G-SEN	Commandant, Office of Naval Engineering
G-CIT	Commandant, Director of Information and Technology
G-SL	Commandant, Office of Logistics Systems
G-WTT	Commandant, Office of Training and Performance Consulting
HM&E	Hull, Mechanical and Electrical
HQINST	Headquarters Instruction
Hz	Hertz
ICP	Inventory Control Point
ILS	Integrated Logistics Support
ILSMT	Integrated Logistics Support Management Team
JOTFOC	Justification For Other Than Full Open Competition
JQR	Job Qualification Requirement
KW	Kilowatt
MDE	Main Diesel Engine
MEP	Marine Environmental Protection
MICA	Management Information for Configuration and Allowances
MIL-STD	Military Standard
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MK	Machinery Technician
MLC	Maintenance and Logistics Command
MLCLANT	Maintenance and Logistics Command Atlantic
MLCPAC	Maintenance and Logistics Command Pacific

MNS	Mission Needs Statement
MOU	Memorandum of Understanding
MPC	Maintenance Procedure Card
MSG	Maintenance Support Guide
MSO	Maintenance Support Outline
MTL	Master Training List
NEM	Naval Engineering Manual, COMDTINST M9000.6 (series)
NESU	Naval Engineering Support Unit
OGA	Other Government Agency
OIC	Officer in Charge
OJT	On-the-Job-Training
OLSP	Operational Logistics Support Plan
PHS&T	Packaging, Handling, Storage and Transportation
PM	Platform Manager
PMS	Preventive Maintenance System
PPBES	Program, Planning, Budgeting and Evaluation System
PQS	Personnel Qualification System
PTD	Provisioning Technical Documentation
ROMIS	Real-time Outfitting Management Information Systems
SAB	Support Allowance Billets
SAR	Search And Rescue
SM&R	Source, Maintenance and Recoverability
SMEF	Systems Management Equipment Facilities
SRD	Sponsor's Requirement Document
SSMEB	Ship's Structure and Machinery Evaluation Board
TAB	Training Allowance Billets
TACLET	Tactical Law Enforcement Detachment
TM	Technical Manual
VHF	Very High Frequency
WSIII	Coast Guard Standard Workstation

Appendix D

Deployable Pursuit Boat Billet Structure

VINDICATOR DPB STRUCTURE (BLUE CREW)				
Billet		Position	Prerequisite	
1	LT	Officer in Charge	Qualified OPS afloat/OIC, LEDET experience preferred	**Command Staff**
2	CPO	Assistant Officer in Charge	QMC w/XPO tour preferred. BMC/RDC	
3	E-6	MOC LPO & Watchstander	RD/QM/FT/ET with 270/378 experience	**Mission Operation Center**
4	E-5	MOC Watchstander & Comms	TC with WHEC/WMEC experience	
5	E-5	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
6	E-4	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
7	BM1	Deck LPO & Deck-in-Charge	Requires 270/378 experience	**Deck & Support**
8	ET2	Maintenance Support	Small Arms Maintenance	
9	GM2	Maintenance Support		
10	BM1	Coxswain		**DPB Crew**
11	BM1	Coxswain		
12	MK1	Throttleman		
13	MK2	Throttleman		
14	BM2	Backup Coxswain		
15	BM2	Backup Coxswain		
16	EM2	Backup Throttleman		
17	E-5	Backup Throttleman		

VINDICATOR DPB STRUCTURE (GOLD CREW)				
Billet		Position	Prerequisite	
1	LT	Officer in Charge	Qualified OPS afloat/OIC, LEDET experience preferred	**Command Staff**
2	CPO	Assistant Officer in Charge	QMC w/XPO tour preferred. BMC/RDC	
3	E-6	MOC LPO & Watchstander	RD/QM/FT/ET with 270/378 experience	**Mission Operation Center**
4	E-5	MOC Watchstander & Comms	TC with WHEC/WMEC experience	
5	E-5	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
6	E-4	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
7	BM1	Deck LPO & Deck-in-Charge	Requires 270/378 experience	**Deck & Support**
8	ET2	Maintenance Support	Small Arms Maintenance	
9	GM2	Maintenance Support		
10	BM1	Coxswain		**DPB Crew**
11	BM1	Coxswain		
12	MK1	Throttleman		
13	MK2	Throttleman		
14	BM2	Backup Coxswain		
15	BM2	Backup Coxswain		
16	EM2	Backup Throttleman		
17	E-5	Backup Throttleman		

PERSISTENT DPB STRUCTURE (BLUE CREW)				
Billet		Position	Prerequisite	
1	LT	Officer in Charge	Qualified OPS afloat/OIC, LEDET experience preferred	**Command Staff**
2	CPO	Assistant Officer in Charge	QMC w/XPO tour preferred. BMC/RDC	
3	E-6	MOC LPO & Watchstander	RD/QM/FT/ET with 270/378 experience	**Mission Operation Center**
4	E-5	MOC Watchstander & Comms	TC with WHEC/WMEC experience	
5	E-5	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
6	E-4	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
7	BM1	Deck LPO & Deck-in-Charge	Requires 270/378 experience	**Deck & Support**
8	ET2	Maintenance Support	Small Arms Maintenance	
9	GM2	Maintenance Support		
10	BM1	Coxswain		**DPB Crew**
11	BM1	Coxswain		
12	MK1	Throttleman		
13	MK2	Throttleman		
14	BM2	Backup Coxswain		
15	BM2	Backup Coxswain		
16	EM2	Backup Throttleman		
17	E-5	Backup Throttleman		

PERSISTENT DPB STRUCTURE (GOLD CREW)				
Billet		Position	Prerequisite	
1	LT	Officer in Charge	Qualified OPS afloat/OIC, LEDET experience preferred	**Command Staff**
2	CPO	Assistant Officer in Charge	QMC w/XPO tour preferred. BMC/RDC	
3	E-6	MOC LPO & Watchstander	RD/QM/FT/ET with 270/378 experience	**Mission Operation Center**
4	E-5	MOC Watchstander & Comms	TC with WHEC/WMEC experience	
5	E-5	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
6	E-4	MOC Watchstander	RD/QM/FT/ET with 270/378 bridge experience	
7	BM1	Deck LPO & Deck-in-Charge	Requires 270/378 experience	**Deck & Support**
8	ET2	Maintenance Support	Small Arms Maintenance	
9	GM2	Maintenance Support		
10	BM1	Coxswain		**DPB Crew**
11	BM1	Coxswain		
12	MK1	Throttleman		
13	MK2	Throttleman		
14	BM2	Backup Coxswain		
15	BM2	Backup Coxswain		
16	EM2	Backup Throttleman		
17	E-5	Backup Throttleman		

SHORE BASED DPB BILLET STRUCTURE

BILLET		POSITION	PREREQUISITE
QTY	RATE		
2	BMC	Detachment Supervisor	+ Standard Boat Coxswain Qualified + Boarding Officer Qualified
1	MKC	Engineering Petty Officer	+ Standard Boat Engineer Qualified + Boarding Team Member Qualified + Prior EPO Experience
4	BM1	DPB Coxswain	+ Standard Boat Coxswain Qualified + Boarding Officer Qualified
2	MK1	DPB Engineer	+ Standard Boat Engineer Qualified + Boarding Officer Qualified
4	BM2	DPB Coxswain	+ Standard Boat Coxswain Qualified + Boarding Officer Qualified
1	EM2	Maintenance Support	+ Standard Boat Engineer Qualified + Boarding Team Member Qualified
6	MK2	Boat Engineer	+ Standard Boat Engineer Qualified + Boarding Team Member Qualified
1	YN2	Administrative Support	

Appendix E

38’ Deployable Pursuit Boat
Electronics Maintenance Support Outline

APPENDIX E

ELECTRONIC MAINTENANCE SUPPORT OUTLINE

A. General: The Electronic Maintenance Support Outline describes specifics that contribute to sustaining equipment readiness. The MSO outlines Responsibilities, Funding, Maintenance, Supply Support, Equipment, Test equipment, and Training.

B. Objective: To provide the field units details necessary to support the DPB's.

C. Responsibilities: The DPB detachment Officer in Charge (OIC) is responsible for the DPB's readiness to deploy. The OINC will ensure that all preventive and corrective organizational maintenance is completed. The OINC shall notify the appropriate operational commander of maintenance or repair discrepancies that are beyond capabilities of the unit to accomplish. The operational commander will coordinate depot level and other extraordinary maintenance support requirements with the MLCA/ESU Portsmouth.

D. Personnel: Table E-1 lists the billets assigned to support the electronics on the DPBs.

E. Funding: The organizational units will receive the following funding:

1. AFC-42 ($5000 per hull): These funds will be used for the XB program, CASREP Support, recapitalization and SMEF Support. Headquarters (G-SCE) will redistribute these funds to the appropriate support units (e.g. MLC, TISCOM, ELC, C2CEN).

2. AFC-30

   a. ($5000 per hull)This money will be used at the ESU/ESD level for electronics repair supplies , repair/replacement of equipment and calibration of test equipment. MLCA(t) will receive this money and transfer to ESU/ESD as appropriate.

   b. TAGOS funding ($14K per TAGOS) - This money will be used at the ESU/ESD level for electronics repair, supplies , repair/replacement of equipment and calibration of test equipment for the AN/SPS-73. This funds also include training, travel costs and SWIII support. MLCA(t) will receive this money and transfer to ESU/ESD as appropriate.

F. Maintenance Philosophy: All Coast Guard electronic equipment requires some form of preventive and corrective maintenance. To maintain DPB electronic equipment in the highest state of readiness consistent with program goals and to ensure maximum effective use of resources, three levels of support are used: Organizational, Intermediate, and Depot.

1. Organizational Level Maintenance. DPB Electronics Maintenance is the responsibility of and performed by the unit's assigned ET including inspecting, servicing, lubricating, adjusting, and replacing parts, minor assemblies, subassemblies, and

TABLE E-1 - Electronic Maintenance Support Billets						
32	54000		CG ESU Portsmouth	B030412	ETC	TAGOS -DPB TYPE DESK - DUTY **Responsible for:** **a.** Logistics and support of DPB **b.** Ensure PMS is completed **c.** Ensure adequate spares are available to maintain an operational availability of 80% **d.** Coordinate & schedule personnel issues & training
32	54000		CG ESU Portsmouth	B030413	SK2	TAGOS - SUPPLY PO - DUTY **Responsible to order, track and ship equipment as necessary.**
32	54081		CG ESDD Portsmouth	B030366	ET2	TAGOS - DEPLOYABLE - DUTY **Underway** Directly works for TACLET Primary responsibilities are: **a.** The maintenance and support of the equipment listed below on the DPB as well as the AN/SPS-73 on board the TAGOS ships. **b.** Coordinating with ETC on ordering equipment and scheduling CGPMS. **Secondary responsibilities are:** **a**. Deck Support **b.** MOC watchstanding only during critical personnel shortages. **Inport** Directly works for ESDD Portsmouth Primary responsibilities are: **a.** Support deployed ETs **b.** Available for required TACLET Training/Meetings. **c**. Support shore side DPB's **d.** Prepare for next deployment **Secondary responsibilities are:** a. Electronic support as needed.
32	54081		CG ESDD Portsmouth	B030369	ET2	
33	53721		CG ESDD San Diego	B030367	ET2	
33	53721		CG ESDD San Diego	B030368	ET2	
32	54472		CG ESDD South Beach	B031793	ET1	Deployable Duty **Underway** Directly works for TACLET Primary responsibilities are: **a.** The maintenance and support of the equipment listed below on the DPB. **b.** Coordinating with ET1 on ordering equipment and scheduling CGPMS. **Secondary responsibilities are:** **a**. Deck Support – **Inport** Directly works for ESDD South Beach Primary responsibilities are: **a.** Support deployed ETs **b.** Available for required TACLET Training/Meetings. **c**. Support shore side DPB's **d.** Prepare for next deployment **Secondary responsibilities are:** a. Electronic support as needed.
32	54472		CG ESDD South Beach	B031794	ET2	
32	54472		CG ESDD South Beach	B031795	ET2	

testing. The assigned ET will be responsible for all DPB electronics and the AN/SPS-73 radar aboard the TAGOS. Maintenance items falling under this category include:

a. All monthly and more frequent preventive maintenance except that requiring tools or other resources not held on board or that requiring technical skills of personnel beyond those available in the crew.

b. All corrective maintenance except that requiring tools, parts or other resources not held on board or that requiring technical skills of personnel beyond those available in the crew.

c. Minor field changes and upgrades for electronics equipment

2. Intermediate Level Maintenance. Maintenance which is performed by designated maintenance activities in direct support of the unit and its assigned crew that is not organizational. Typically maintenance items falling under this category include:

a. All preventive maintenance not falling under the organizational level. This may include preventive maintenance of a special nature requiring technical skills or resources not normally available to the DPB, and electronics support by an Integrated Support Command, Group or engineering support command.

b. Facility or corrective maintenance requiring resources or skills beyond that normally available to the unit capability but able to be performed by a supporting Coast Guard command.

3. Depot Level Maintenance: Maintenance which is performed on equipment or material requiring major overhauls or a complete rebuild of parts, assemblies, subassemblies, and end-items, including the manufacture of parts, modifications, testing, and reclamation. It includes maintenance, repairs, and alterations which are beyond the DPB's funding and/or resource capability. Depot maintenance is directed by either the MLC or ELC. The following equipment falls into this category:

a. The AN/PRC-138 will be returned to the Harris Corporation for repair. Cost for repair will be paid for by ESU AFC-42 funds.

b. KY-99's aboard MSC ships are MSC's responsibility to repair. Repair should be coordinated through their chain of command. Highlighted PLADs are required. Adjust other PLADs depending on Coast operating on.

```
FM USNS PERSISTENT
TO MSC TAGOS PROJECT OFFICE LITTLE CREEK VA//PM21//
NAVSHIPYD NORFOLK VA//CRF//                East Coast
SPAWARSYSCEN SAN DIEGO CA//CRF/D6544//   West Coast
COGARD TACLET NORTH PORTSMOUTH VA
COMSC WASHINGTON DC//PM2//
COMSCLANT NORFOLK VA//N3//
Operational Commander
INFO USNS VINDICATOR
DCMS WASHINGTON DC//30//
COGARD ESU DET PORTSMOUTH VA
COGARD ESU PORTSMOUTH VA
```

```
COGARD ESU DET MIAMI FL
COGARD PAC TACLET SAN DIEGO CA
COGARD TACLET SOUTH MIAMI FL
COMCOGARD MLC LANT NORFOLK VA//T//
COMLANTAREA COGARD PORTSMOUTH VA//AO/AOFP//
COMPACAREA COGARD ALAMEDA CA//PO/POF//
COMDT COGARD WASHINGTON DC//G-OCS/G-OCU/G-OPL/SCE//
MSC TPO DET PEARL HARBOR//PM211//
DIRJIATF EAST//J3//
CCGDSEVEN MIAMI FL//CC/OLE//
COGARD LANT DPB DET BLUE OR COGARD LANT DPB DET GOLD
```

c. KY-99's not aboard MSC vessels such as CG Ships or LCU's are the Coast Guard's responsibility to repair. See Below for examples of CASREPs. Highlighted PLADs are required. Adjust other PLADs depending on Coast operating on.

```
FM USNS PERSISTENT
TO COGARD ESU DET PORTSMOUTH VA
NAVSHIPYD NORFOLK VA//CRF//                East Coast
SPAWARSYSCEN SAN DIEGO CA//CRF/D6544//     West Coast
COGARD ESU PORTSMOUTH VA
COGARD TACLET NORTH PORTSMOUTH VA
COMSC WASHINGTON DC//PM2//
COMSCLANT NORFOLK VA//N3//
MSC TAGOS PROJECT OFFICE LITTLE CREEK VA//PM21//
Operational Commander
INFO USNS VINDICATOR
DCMS WASHINGTON DC//30//
COGARD ESU DET MIAMI FL
COGARD PAC TACLET SAN DIEGO CA
COGARD TACLET SOUTH MIAMI FL
COMCOGARD MLC LANT NORFOLK VA//T//
COMLANTAREA COGARD PORTSMOUTH VA//AO/AOFP//
COMPACAREA COGARD ALAMEDA CA//PO/POF//
COMDT COGARD WASHINGTON DC//G-OCS/G-OCU/G-OPL/SCE//
MSC TPO DET PEARL HARBOR//PM211//
DIRJIATF EAST//J3//
CCGDSEVEN MIAMI FL//CC/OLE//
COGARD LANT DPB DET BLUE OR COGARD LANT DPB DET GOLD
```

G. Supply Support: Equipment spares will be provided in accordance with paragraph 11. The supply source is a combination of Federal Stock System and Commercial procurement. Equipment warranties are to be used to their fullest extent. Most of the Raytheon equipment has a warranty of 2 years. Upon failure of an item it is the responsibility of the assigned ET to ensure that the ESU is informed. ESU will be responsible for ensuring a spare is repaired or purchased in a timely manner. At a minimum, the following PLADs should be included on all electronic CASREPs:

East Coast Template:

```
FM USNS PERSISTENT
TO COGARD ESU DET PORTSMOUTH VA
```

COGARD ESU PORTSMOUTH VA
COGARD TACLET NORTH PORTSMOUTH VA
COMSC WASHINGTON DC//PM2//
COMSCLANT NORFOLK VA//N3//
MSC TAGOS PROJECT OFFICE LITTLE CREEK VA//PM21//
Operational Commander
INFO USNS VINDICATOR
COGARD ESU DET MIAMI FL
COGARD PAC TACLET SAN DIEGO CA
COGARD TACLET SOUTH MIAMI FL
COMCOGARD MLC LANT NORFOLK VA//T//
COMLANTAREA COGARD PORTSMOUTH VA//AO/AOFP//
COMPACAREA COGARD ALAMEDA CA//PO/POF//
COMDT COGARD WASHINGTON DC//G-OCS/G-OCU/G-OPL/SCE//
MSC TPO DET PEARL HARBOR//PM211//
DIRJIATF EAST//J3//
CCGDSEVEN MIAMI FL//CC/OLE//
COGARD LANT DPB DET BLUE **OR** COGARD LANT DPB DET GOLD

WEST COAST TEMPLATE:

FM USNS VINDICATOR
TO COGARD ESU DET SAN DIEGO
COGARD ESU PORTSMOUTH VA
COGARD PAC TACLET SAN DIEGO CA
COMSC WASHINGTON DC//PM2//
COMSCLANT NORFOLK VA//N3//
MSC TAGOS PROJECT OFFICE LITTLE CREEK VA//PM21//
Operational Commander
INFO USNS PERSISTENT
COGARD ESU DET MIAMI FL
COGARD TACLET NORTH PORTSMOUTH VA
COGARD TACLET SOUTH MIAMI FL
COGARD ESU DET PORTSMOUTH VA
COMCOGARD MLC PAC ALAMEDA CA//T//
COMLANTAREA COGARD PORTSMOUTH VA//AO/AOFP//
COMPACAREA COGARD ALAMEDA CA//PO/POFM//
COMDT COGARD WASHINGTON DC//G-OCS/G-OCU/G-OPL/SCE//
MSC TPO DET PEARL HARBOR//PM211//
DIRJIATF WEST//J3//
CCGDELEVEN ALAMEDA CA//CC/OLE//
COGARD ESU ALAMEDA CA
COGARD PAC DPB DET BLUE **OR** COGARD PAC DPB DET GOLD

Initial CASREP example:
P 190012Z MAY 00
Insert PLADs from above
UNCLAS E F T O //N16240//
MSGID/CASREP/TAGOS 6 PERSISTENT/051//
POSIT/EXEMPT/190003ZMAY00// ***Use Port of Call if inport instead of EXEMPT***
CASUALTY/INITIAL-00026/CG38**XXX** AN-PRC-138/EIC:UNKN/CAT:3// ***Replace XXX with boat number***

```
AMPN/ ANTENNA DAMAGED DURING REMOVAL FOR PRESERVATION.//
ESTIMATE/242359ZMAY00/RECEIPT OF PART//
PARTSID/-/CID:UNKN/JCN:NONE//
TECHPUB/AN-PRC-138//
AMPN/REQUEST REPLACEMENT ANTENNA ASSY PN AT-1011 SHIPPED TO
BASE SAN JUAN.//
BT
```

Update CASREP example:

```
P 250012Z MAY 00
Insert PLADS from above
UNCLAS E F T O  //N16240//
MSGID/CASREP/TAGOS 6 PERSISTENT/052//
POSIT/NAV STATION ROOSEVELT ROADS PR/190003ZMAY00//
REF/CASREP/PERSISTENT/190012ZMAY00//
CASUALTY/UPDATE-01-00051/CG38XXX AN-PRC-138/EIC:UNKN/CAT:3// Replace XXX
with boat number
ESTIMATE/302359ZMAY00/PENDING RECEIPT OF PARTS.//
AMPN/STILL AWAITING PARTS. EXPECT PART TODAY.//
BT
```

Correct CASREP Example:

```
P 300012Z MAY 00
Insert PLADS from above
UNCLAS E F T O  //N16240//
MSGID/CASREP/TAGOS 6 PERSISTENT/053//
POSIT/NAVSTA ROOSEVELT ROADS PR/252300ZMAY00//
REF/CASREP/PERSISTENT/190003ZMAY00//
CASUALTY/CORRECT-00051/CG38XXX AN-PRC-138/EIC:UNKN/CAT:3// Replace XXX
with boat number
AMPN/ EQUIPMENT RCVD AND INSTALLED. 1 MAN HOUR TO CORRECT.
10 OPERATIONAL HOURS SINCE LAST FAILURE. 464 HOURS DELAYED DUE TO
UNAVAILABILITY OF PARTS. CG DET OIC SENDS.//
BT
```

H. Training: Units should submit Short-Term Training Requests through their Chain of Command to request the schools. The TACLETs are funded for formal training schools. The following formal/informal training course are required to maintain the Electronic Systems aboard the DPB and TAGOS ships:

1. Formal Training

a.	AN/SPS-73 Radar	NAV-08	10 days	TRACEN Petaluma
b.	COMSEC System Maint.	A-160-0116	12 days	Norfolk/San Diego
c.	AN/PRC-138 HF	Commercial	4 days	Norfolk, Va 757-853-4404

2. Informal/JQR training

a.	AN/VIC-3 Intercom System	Commercial	4 days	Norfolk, Va

b. AN/VIC-3 cable fabrication Commercial 4 days Norfolk, Va

c. TAGOS MOC equipment

I. Classified Keying Material:

1. For MSC Deployed DPBs: All Classified keying material shall be provided by MSC for use onboard the DPB. The MOU between the CG and MSC states the MSC will provide the key necessary to code the KY-99, Saber and Spectra radios.

2. For other CG supported Missions: It is the responsibility of the Operational unit (TACLET) to coordinate through their ISIC to authorized codes and/or keying material necessary for the KY-99, Saber and Spectra radios.

J. Test Equipment: 2 sets of the below test equipment will be supplied to support DPB and T-AGOS electronics. Calibration and repair are AFC-30 costs. Inventory of test equipment must be in accordance with requirements for General Purpose Property inventory.

SCAT	DESC	MODEL	Nomenclature	Manufacture	FSN	QTY	UNIT PRICE
4245	MULTIMETER AC/DC 20K/VDC	77/BN	CCUH-77/BN	FLUKE	6625-01-336-3372	1	$ 79.50
4316	PORTABLE 100 MHZ OSCOPE	THS720A MOD NV	CBTV-THS720A MOD NV	TEKTRONIX	6625-01-438-8024	1	$ 2,100.00
4345	ANALYZER COMM 10K-999M	2947	CCYW-2947	IFR	6625-01-432-6997	1	$ 8,360.00
4958	POWER METER THRULINE 1KW	4410A500	CAWY-4410A-500	BIRD	6625-01-443-9916	1	$ 1,640.00
4792	Power Supply 200W 60V 50A	6012BN01	CAQI-6012B	HP	6130-01-412-6478	1	$ 3,900.00
4683	DUMMY LOAD 600W 0.0-400M	8404	CAWY-8404	BIRD	6625-01-150-1897	1	$ 750.10
						1	

K. Equipment: The following charts breakdown the electronic suite and sparing costs for planning purposes.

Electronic Equipment Cost

Equipment/System	Nomenclature	Part#/Model#	Qty	Cost (est.)
VHF-FM Marine Radio	CDOP-GX-1260S	GS-1260S	1	$225
Antenna	CEMT-5241-R	Shakespeare 5241-R	1	$70
VHF-FM DES Radio	CGG-T04KK9PW9AN	Spectra Radio	1	$4000
Antenna	CEMT-5241-R	Shakespeare 5241-R	1	$70
HF SSB Radio	AN/PRC-138	AN/PRC-138	1	$12000
Power Amplifier	CEXH-RF-5032PA-125E	RF-5032-125E	1	$4000
Coupler	0LCS0-SG-230	SGC-230	1	$732
Antenna	AT-1011/U	AT-1011/U 16'	1	$250
DGPS	CRP-NAV-398	NAV-398	1	$550
DGPS Antenna	CRP-RAYSTAR-114	RAYSTAR 114	1	$900
Radar/Chartplotter	CRP-RL74RC	Raytheon RL74RC	1	$3000
GEPRIB	4AA26-S-1510	GPS 406MHz Cat 1	1	$2000
Depth Sounder	CRP-ST-60	Raytheon ST-60	1	

Display	CRP-A22002	A22002		$328
Transducer	CRP-M78713	M78713		$50
CRYPTO	TSEC-KY-99	TSEC-KY-99	1	$0
Drop-in Communication Package	AN/WSQ-8	AN/WSQ-8	1	$25000
DC-DC Power Converter	08TP4-ABP-12V/UP/24V/25A	ABP-12V/UP/24V/25A	1	$1560
Intercommunication Set	AN/VIC-3	AN/VIC-3	1	$14000
Control Indicator	CD-82/VRC	CD-82/VRC		
Full Function Crew	C-12357/VRC	C-12357/VRC		
Radio Interface Terminal	C-12359/VRC	C-12359/VRC		
Headsets	72724-DH-132AS	99D10708	6	$7200
Loudhailer	CEGQ-295HFS1A	295HFS1A	1	$285
Loudhailer Speaker	CEGQ-SA122DBB	SA122DBB	1	$229
Total				$67175

Electronic Equipment Onboard Sparing

Equipment/System	Part#/Model#	Sparing Level	Notes
VHF-FM Marine Radio			
Transceiver	CDOP-GX-1260S	1	
Antenna	CEMT-5241R	1	
VHF-FM DES Radio			
Transceiver	CGG-T04KKH9PW9AN	1	
Remote Head	CGG-HCN1078E	1	
Microphone	CGG-HMN-1061A	1	
Antenna	CEMT-5241R	1	
HF SSB Radio	AN/PRC-138	1	1
Power Amplifier	CEXH-RF-5032PA-125E	1	1
Coupler	0LCS0-SG-230	1	
Antenna	AT-1011	1	
DGPS			
Display	CRP-NAV-398	1	
DGPS Antenna	CRP-RAYSTAR-114	1	
Radar/Chartplotter	CRP-RL74RC	1	
GEPRIB GPS 406MHz Cat 1	4AA26-S-1510	0	
Loudhailer	CEGQ-295HFS1A	1	2
Loudhailer Speaker	CEGQ-SA122DBB	1	2
Depth Sounder	CRP-ST-60		
Display	CRP-A22002	1	2
Transducer	CRP-M78713	1	2
Drop-in Communication Package	AN/WSQ-8		
DC-DC Power Converter	08TP4-ABP-12V/UP/24V/25A	1	2
Intercom System	AN/VIC-3		
Master Control Station	CD-82/VRC	1	2
Full Function Crew	C-12357/VRC	2	2
Radio Interface Terminal	C-12359/VRC	1	2
Head Sets	72724-DH-132AS	2	

Notes: (1) HF Radio system spare per two boats
(2) Increase from original MICA allowance

L. Maintenance Support: The following chart outlines the warranty and sources of supply/repair for each piece of equipment:

Equipment/System Description	Qty	Part#/Model#	Warranty	NSN#	Notes
Surface Search Radar	1	CRP-RL74RC	2 years	Commercial	
HF SSB Radio Set	1	AN/PRC-138	1 year	Commercial	1
125 Watt Amplifier	1	CEXH-RF-5032PA-125E	1 year	Commercial	1
Antenna Coupler	1	0LCS0-SGC-230	1 year	Commercial	
Antenna, HF 16ft	1	AT-1011/U			
Tip section				5985-00-733-6042	
Second section				5985-00-733-6043	
Third section				5985-00-733-6044	
Forth Section				5985-00-733-6045	
Antenna Mount	1	Shakespeare 4289-W			
Secure Voice System	1	TSEC-KY-99		Crypto Repair Fac.	2
VHF-FM Radio/Loudhailer	1	CDOP-GX-1260S	2 years	Commercial	
Antenna VHF-FM	1	CEMT-5241R			
VHF-FM DES Radio	1	CGG-T99DX-1W9			
Transceiver	1	CGG-T04KK9PW9AN	XB	5895-01-LG7-7310	
Remote Head	1	CGG-HCN1078E	XB	5895-01-LG7-7311	
Microphone	1	CGG-HMN-1061A	CG	5965-01-435-3414	
Antenna, VHF-FM DES	1	CEMT-5241-R		Commercial	
Loudhailer	1	CEGQ-295-HFS1A	5 year	Commercial	
Loudhailer Speaker	1	CEGQ-SA122DBB	1 year	Commercial	
Depth Sounder	1	CRP-ST-60	2 years	Commercial	
Transducer, thru hull	1				
DGPS System	1				
Display Unit	1	CRP-NAV-398	2 years	Commercial	
Antenna, DGPS	1	CRP-RAYSTAR 114	2 years	Commercial	
GEPIRB, Cat 1	1	4AA26-S-1510	3 year	Commercial	
Intercom System/Hands Free Comms	1	AN/VIC-3			
Master Control Station	1	CD-82/VRC		5895-01-382-3221	
Full Function Crew Station	6	C-12357/SRC		5830-01-382-3218	
Radio Interface Terminal	1	C-12359/SRC		5895-01-382-3270	
Headset	1	DH-132AS			
DC-DC Power Converter	1	08TP4-ABP-12V/UP/24V/25A			

Notes:

1. Harris Communication equipment will be sent directly to a Harris Repair facility in Norfolk, VA. ESU will fund the repair cost from AFC-42 funds.
2. For CRYPTO equipment, see paragragh 3 for instructions

All other equipment is whole end unit replacement.

M. Property Reporting: It will be the responsibility of ESDD Portsmouth to maintain the CMPLUS Database for the electronic equipment on the DPB. The following list designates the nomenclature to be used to report the equipment.

Equipment/System Description	Nomenclature	Relationship

Surface Search Radar	**CRP-RL74RC**	**Parent**
Display	**CRP-M92680**	
Scanner	**CRP-M92652**	**Child**
HF SSB Radio Set	**AN/PRC-138**	**Parent**
125 Watt Amplifier	**CEXH-RF-5032PA-125E**	**Child**
Antenna Coupler	**0LCS0-SG-230**	**Parent**
Antenna, HF 16ft	**AT-1011/U**	**Parent**
Crypto	**TSEC-KY-99**	**Parent**
VHF-FM Radio	**CDOP-GX1260S**	**Parent**
VHF-FM DES Radio	**CGG-T99DX-1W9**	**Parent**
Transceiver	**CGG-T04KK9PW9AN**	**Child**
Remote Head	**CGG-HCN1078E**	**Child**
Antenna, VHF-FM DES	**CEMT-5241-R**	**Parent**
Loudhailer	**CEGQ-295-HFS1A**	**Parent**
Loudhailer Speaker	**CEGQ-SA122DBB**	**Child**
Depth Sounder	**CRP-ST-60**	**Parent**
Display	**CRP-A22002**	**Child**
Transducer, thru hull	**CRP-M78713**	**Child**
DGPS System		
Display Unit	**CRP-NAV-398**	**Parent**
Antenna, DGPS	**CRP-RAYSTAR-114**	**Parent**
GEPIRB, Cat 1	**4AA26-S-1510**	**Parent**
Drop-in-Communcation Package	**AN/WSQ-8**	**Parent**
DC-DC Power Converter	**08TP4-ABP-12V/UP/24V/25A**	**Child**
Intercom System/Hands Free Comms	**AN/VIC-3**	**Parent**
Master Control Station	**CD-82/VRC**	**Child**
Full Function Crew Station	**C-12357/VRC**	**Child**
Radio Interface Terminal	**C-12359/VRC**	**Child**
Headset	**72724-DH-132AS**	**Child**
Multimeter	**CCUH-77/BN**	**Parent**
Oscope	**CBTV-THS720A MOD NV**	**Parent**
Analyzer Communication	**CCYW-2947**	**Parent**
Power Meter	**CAWY-4410A-500**	**Parent**
Power Supply	**CAQI-6012B**	**Parent**
Dummy Load	**CAWY-8404**	**Parent**

Appendix F

Deployable Pursuit Boat Support Allowance Billet Structure

BILLET		SHIP BASED DPB SHORE SUPPORT & TRAINING SCHEDULE	Activities San Diego	ISC Portsmouth	TACLET North	PACTACLET	MLCPAC	MLCLANT	ESD Portsmouth
69	EMC	Contractor Provided DPB Maintenance Training					1	1	
70	MKC	MK-01, Required DPB Maintenance Training			1	1			
71	SK2				1	1			
72	YN2		1						
73	YN2			1					
74	SK2					1			
75	YN3								
76	ETC	MLC Technical Support							1
77	SK2								1

Appendix G

Memorandum of Agreement (MOU)

Military SeaLift Command (MSC)

&

U.S. Coast Guard

Subj: MEMORANDUM OF UNDERSTANDING – USCG AND MSC FOR MSC OPERATION OF T-AGOS FOR USCG

MEMORANDUM OF UNDERSTANDING

U.S. Coast Guard and Military Sealift Command

T-AGOS Project

1. Background.

a. U.S. Coast Guard operational commanders have developed an interim strategy to meet the new high speed drug or "go-fast" threat until the Coast Guard can generate more effective forces (eg., Use of Force from helicopters, Deployable Pursuit Boats (DPBs) on high and medium endurance cutters with flight decks). There exists an urgent and compelling need for support of DPBs and other patrol craft in interdiction efforts. Pursuant to this requirement and in order to take advantage of the unique capabilities of Military Sealift Command (MSC), the Coast Guard has entered into an Economy Act Order with MSC to provide support. This Memorandum of Understanding (MOU) is intended to clarify the rights and responsibilities of the parties.

b. Coast Guard and MSC have agreed that Military Sealift Command shall reactivate, convert, and operate two Coast Guard T-AGOS vessels, VINDICATOR and PERSISTENT, as MSC special purpose, single mission vessels and the Coast Guard shall fund those activities. The single mission of these vessels is to provide a launch/recovery and C3 platform for Coast Guard interdiction operations; they shall not conduct law enforcement themselves. The T-AGOS vessels may also provide logistics re-supply for patrol boats and assist with RADAR picket duties on a not-to-interfere basis, but will not be trained or equipped for other traditional Coast Guard missions, such as pollution enforcement, search and rescue (except as normal AMVER participants), or migrant interdiction. Law enforcement authority shall reside solely with Coast Guard personnel operating and controlling the DPBs. The modified T-AGOS vessels shall be referred to as Coast Guard T-AGOS (CG T-AGOS) in this MOU.

2. Parties to the Agreement. Commandant, U.S. Coast Guard (Commandant), and Commander, MSC (COMSC).

3. Terms of the Agreement. This MOU will become effective when signed. It is intended to provide guidance for the conduct of operations and support during the initial deployment(s) of CG T-AGOS platforms. Additionally, this MOU will provide the framework for development of a final MOU which will incorporate lessons learned during the initial year of operations. This MOU may be terminated by either party following 60 days written notification to the other party.

4. Scope of the Agreement. This agreement shall apply to both CG T-AGOS ships, VINDICATOR and PERSISTENT, which may be assigned to meet Coast Guard Area Commander requirements for mission support and for which reactivation, conversion, and operating costs are funded directly by Commandant, U.S. Coast Guard, from allocations for operating appropriations.

5. Employment and Operation.

a. One CG T-AGOS vessel shall operate off the southwestern coast of the U.S., and one shall operate off

the southeastern coast in the Caribbean Sea. Operational control (OPCON) shall belong to the respective Coast Guard Area Commander (Pacific or Atlantic), but tactical control (TACON) will normally be delegated to the appropriate Joint Inter-Agency Task Force Commanders (JIATF) while detecting and monitoring, and then briefly to the appropriate Coast Guard District Commander while interdicting. The first operational CG T-AGOS vessel shall be deployed by MSC to the Caribbean and shall be homeported in Norfolk. It will re-supply and switch detachments in various Caribbean ports. The second operational CG T-AGOS vessel will deploy to the Pacific and resupply/switch detachments in ports south of San Diego. It will utilize San Diego as a forward operating base (FOB). Shifting of these vessels to the opposite coast will require Commandant (G-OCU) approval and cost estimate data from MSC. COMSC has support responsibilities for and administrative control (ADCON) of both ships and these responsibilities will generally be handled through the MSC T-AGOS Project Office. OPCON will shift to MSC when they return to homeport. Personnel support responsibilities for the CG detachment shall be through the appropriate Tactical Law Enforcement Detachment (TACLET) to which a Law Enforcement Detachment (LEDET) belongs, and their normal support commands. (PACTACLET is located on the west coast and TACLET North on the east coast). Support for the DPBs and their equipment and the AN/SPS-73 RADAR will be handled by Coast Guard.

b. The MSC T-AGOS Project Officer will coordinate annual availability schedules, operational schedules, and planned portcalls with respective Coast Guard Area Commanders and portcall changes with OPCON (who will inform TACLETs). Additionally, MSC T-AGOS Project Officer will coordinate with Commandant (G-OCU) and respective Coast Guard Area Commanders regarding major maintenance and casualty issues affecting operations and operational planning. The operational schedule shall normally consist of 42 days on patrol, followed by a 3 day inport to switch detachments of CG personnel, re-provision, receive parts and mail, and refuel. Total days away from homeport (DAFHP) shall not exceed 265; inports shall be used for maintenance availability.

c. While performing special mission operations, CG T-AGOS vessels shall have a Coast Guard mission Officer-In-Charge (OIC). This LT/O-3 or LTJG/O-2 from the TACLETs will be responsible for all facets of mission operations and maintenance of the DPBs and their equipment, and will be responsible for effective execution of the technical mission in conformance with Commandant requirements. Law enforcement authority shall reside with the LEDET team members deployed in the DPBs. TACLETs shall be responsible for the DPBs and their maintenance, inport and underway.

d. The ship(s) will normally be operated in accordance with schedules and operational orders (OPORDS) approved by respective Coast Guard Area Commanders. Coast Guard Area Commanders will provide any classified operations orders/letters of instruction (LOI). Unclassified sailing orders will be provided by MSC T-AGOS Project Officer. Any implementing procedures, directives, etc., which are considered necessary for mission operations, will be jointly developed by representatives of Commandant and MSC. The MSC Master will operate the ship in accordance with MSC and Navy standard operating procedures and will provide every reasonable facility and assistance required for effective execution of the operational mission. MSC shall crew the vessels with either Civilian Mariners (CIVMARS) or civilian contract operators. Upon request of the CG OIC to meet urgent/technical requirements, the Master is authorized to make temporary deviations from the operations orders, provided all commands within the operational and administrative chain of command are immediately notified, until formal orders can be provided by Coast Guard Area Commanders.

e. The Master will endeavor to maneuver the ship at sea according to the guidance of the OPORDERS and LOI's issued by Coast Guard Area Commanders or their designated subordinates (usually a Coast Guard District Commander). The Master will always retain ultimate authority over the movements of his ship in carrying out his responsibility for safety of the ship and all personnel embarked. The Master is to inform the MSC T-AGOS Project Officer, the respective Coast Guard Area Commander, OPCON, and other concerned commands of significant schedule, track or position changes. He will enforce all laws of the United States, which are those of a Master of a vessel to enforce, and all applicable rules and regulations of the U.S. Navy and Military Sealift Command. In cases of emergency, nothing in this agreement shall be construed as preventing the Master from taking the most effective action which, in his judgement, will alleviate the situation causing the emergency and thereby safeguard life and property in the ship.

f. The Coast Guard command having operational control (OPCON) will be responsible for obtaining diplomatic clearances for foreign port visits in a timely manner.

g. DPBs shall normally be operated in pairs to increase crew safety. Navigation and communication equipment will experience significant stresses and will benefit from this redundancy. DPBs boarding team members will have to rely on handheld weapons and will not have the benefit of a large cutter nearby. DPB coxswains, the OIC, and Mission Operation Center (MOC) watch-standers shall be guided during intercepts by a T-AGOS/DPB Doctrine currently under development and any subsequent modifications and guidance by Commandant (G-OPL).

h. Prisoner control safety and security are paramount and transfer of personnel at sea must be considered on a case-by-case basis. Prisoners shall be handled and guarded by Coast Guard personnel only. MSC civilians shall not be used to assist with prisoner control, prisoner transfers, or prisoner processing.

i. T-AGOS vessels with DPBs onboard are considered end game platforms. Their primary mission is to intercept "go fasts"; detecting them is a secondary mission. While T-AGOS vessels do have an effective surface search RADAR, they will greatly benefit from cued handoffs following detection by outside units.

6. Personnel.

a. Manning of the T-AGOS vessels shall be in accordance with Appendix I. The special mission crew of the CG T-AGOS ship(s) shall be comprised of seventeen temporary assigned duty (TAD) U.S. Coast Guard operations and maintenance personnel (roughly two LEDETs) provided by CG PACTACLET and TACLET North, and ESD Portsmouth. These commands will have administrative responsibility for their members in these detachments. The senior officer will serve as the OIC of the detachment, which will serve as a military department (MILDEPT) onboard ship. The OIC of the CG T-AGOS Detachment will be afforded appropriate messing, berthing, and recreational services commensurate with those of the ship's officers. The remaining personnel in the detachment will be afforded messing, berthing, and recreational services commensurate with those of the ship's crew.

b. Each ship will have a permanently assigned MSC crew comprised of eighteen civilian personnel and two contract civilians (for electronics maintenance) as listed in Appendix I. The civilian crew will be under the authority of the Master and shall consist of a Chief Mate, a Chief Engineer, 8 members of Deck Department, 3 members of Engine Department, 3 members of Stewards Department, one member of Medical Department, and two contract civilians who provide electronics maintenance. Administrative control of the civilian crew will come under MSC T-AGOS Project Officer. The Master will be responsible for the day-to-day management of the civilian crewmembers who shall be permanently assigned.

c. TACLETs will be principally responsible for ensuring the CG T-AGOS Detachment personnel are screened by a Medical Officer for suitability for assignment to the T-AGOS platform. TACLETs will advise the MSC TAGOS Project Officer and the Master of any existing health condition which may potentially disrupt the ship's routine or constitute a hazard to the individual or any other crew member aboard. Routine medical services will be provided to CG personnel as needed. MSC T-AGOS Project Officer will ensure an adequately qualified Medical Department Representative (MDR) is assigned to each CG T-AGOS unit. Medical records for all CG T-AGOS Detachment personnel embarked will be kept onboard to ensure that they are available if needed.

d. The appropriate TACLET of the deploying LEDETs will inform the ship's Master in writing prior to deploying, of the identity of personnel comprising the next MILDEPT. The Master will ensure an accurate Sailing List is provided to MSC T-AGOS Project Officer before sailing.

e. It is essential that the Master and the OIC appreciate their individual responsibilities for attainment of overall mission success. In matters relating to the safety and well being of the ship, the Master has the authority to direct the OIC and the CG T-AGOS Detachment. However, the Master shall not direct the OIC or

CG T-AGOS Detachment in the technical performance of their duties. Further, the Master and OIC interface/relationship should reflect a mutual appreciation and understanding of each other's authorities and responsibilities. This relationship should exhibit the proper regard due their respective positions.

f. The Master and the OIC will jointly prepare the special mission personnel station bill which will provide coverage for all emergencies. The Master will provide necessary training to ensure proper use of equipment and ensure that personnel report to their respective emergency stations. Shipboard drills will be conducted in accordance with MSC regulations and will be scheduled to provide maximum training with minimum disruption to the special mission operations. The OIC will instruct CG T-AGOS Detachment personnel that attendance at all emergency drills is mandatory. In no case will a person assigned an active role be excused from the drill(s) unless the absence is approved by the Master. CG T-AGOS Detachment will participate fully in abandon ship drills. In all other drills, the special mission crew members report to the MOC to await instructions from the Master.

g. In accordance with effective directives, the Master is responsible at all times for visitors onboard the ship. The OIC is responsible to the Master at all times for visitors within the MOC. Timely notification will be given to the Master regarding official visitors to ensure they are properly greeted and escorted as permitted by valid security clearance for the ship and a certified need-to-know. Visit requests for the ship and MOC should be coordinated, but handled separately, with normal visitor control functions and procedures observed for both. General visitation is prohibited. MSC T-AGOS Project Officer will be the focal point for all visitors, and will provide visitor access lists to the ships.

h. Under the Master, the OIC will be responsible for CG Detachment personnel assigned to the ship following all orders, regulations and directives (including the Coast Guard's Interpersonal Relationships policy). Any non-judicial punishment (NJP) action will be handled by TACLET Commanding Officers once CG personnel return from deployment. The Master has the authority to remove any personnel from his ship when necessary. Either the OIC or assigned representatives will attend and participate in the ship's Safety and Health Committee to assist in identifying and correcting onboard safety and health deficiencies.

i. The ship's Master and Mates have a genuine "need-to-know" for operational information regarding ship's movement, operation and plans. Specific law enforcement case information may be shared with the Master and Mates on an as needed basis. Due to the potentially sensitive nature of data existing in the MOC, the OIC will normally be afforded sufficient time to sanitize the MOC prior to entry by anyone other than the Master or Chief Mate (who both hold high level security clearances). As policy, MOC data and law enforcement case data will not be discussed onboard outside of the MOC unless it relates to the safe and proper execution of the ship's mission.

7. Physical Security.

a. The Master is responsible for physical security aboard CG T-AGOS ship(s) in accordance with the security requirements issued by COMSC and/or stated in the crew contract. CG personnel under the OIC will adhere to Navy instructions and procedures. Naval Criminal Investigative Service (NCIS) will continue to provide periodic security inspections.

b. The security level of the MOC shall be SECRET.

c. The Master will provide gangway security watches at all times in port, either using civilian crew members or hiring watches through an MSC approved guard service. Security personnel will record the arrivals and departures of non-ship personnel who are authorized by the Master as indicated by a badge pass or other identifying document. During night hours, the gangway and its associated area will be well lighted to ensure security and safety.

d. Force protection is the responsibility of OPCON. TACON (JIATF or Coast Guard District) will provide this protection in accordance with standing agreements and orders.

8. Personnel Security.

a. MSC civilian crew must be adjudicated for a position of trustworthiness by COMSC, but are not required to hold CONFIDENTIAL or other level security clearances. The Master, Chief Mate, and contractor communications support personnel shall hold TOP SECRET security clearances. Any change in such requirements subsequent to the manning of the ships will be coordinated by Commandant (G-OCU), COMSC, and MSC T-AGOS Project Officer.

b. Security clearances for U.S. Coast Guard personnel assigned as special mission personnel are the responsibility of respective TACLETs. Embarked Coast Guard personnel shall have a security clearance equal to or higher than the classification of material required to perform their assigned duties. For personnel responsible for operating communication circuits that require access to and use of COMSEC keying material, they shall be designated in writing by the senior Coast Guard officer. The senior Coast Guard personnel will provide, in writing, a COMSEC Users list to the shipboard MSC COMSEC manager.

9. Emergency Destruction.

a. Within the special mission operations center, MSC Project Office and the first CG OIC will work together to develop the procedures necessary to conduct emergency destruction of all special mission classified documents, hardware and materials in conformance with applicable regulations. NCIS may require alterations/deletions.

b. Under the Master, the OIC will be responsible for maintaining and implementing the emergency destruction procedures. Orders to implement these procedures will normally be provided by the Master to the - OIC; however, if the OIC judges that a significant threat of compromise is imminent, he may immediately implement emergency destruction procedures and notify the Master of his actions as soon as practicable. The Operational Commander will then be notified as soon as possible.

c. Similarly, the Master will be responsible for the safe and proper stowage of T-AGOS classified material outside of the special mission restricted areas and for emergency destruction of that material in the event compromise is imminent. A joint emergency destruction bill will be developed by the ship's Master and the OIC.

10. Supporting Service.

a. While repairing and maintaining mission equipment (CG and MSC) and normal shipboard equipment, all personnel will follow the guidance of designated repair and main-tenance party leaders (MSC or CG) to ensure that required safety and security procedures are followed. Overall safety and security procedures will be in accordance with appropriate MSC and Navy Instructions and Directives; CG equipment shall be maintained in accord-ance with CG procedures but shall also comply with Navy safety requirements. Subject to operational constraints, the OIC will provide reasonable notice to the Master of shipboard maintenance or repair evolutions to CG equipment that may impact shipboard operations. The Master will comply with reasonable requests by the OIC for assistance during special repair and maintenance evolutions. Assistance will be on a cost reimbursable basis including overtime charges that may accrue. Special training required by CG personnel to operate MSC MOC equipment will be provided by MSC T-AGOS Project Officer. Special training for CG personnel to operate DPBs will be funded by Commandant (G-OCS). Other training will be arranged by TACLETs. TACLETs are responsible for ensuring that mission equipment is operated and maintained by qualified personnel.

b. The Master will be responsible for the operation of ship's machinery and will maintain such equipment so that it is operable and in safe condition at all times. Special training will be provided as required for MSC and contract personnel who will be assigned to operate or maintain this machinery. The Master will provide all preventive and corrective maintenance and upkeep for designated ships mission support equipment. Requirements for additional MSC or contract crew maintenance and upkeep will be coordinated between the

Master, MSC T-AGOS Project Officer, and the OIC.

c. Within his capability, the Master will be responsible for providing mission support services as may be required by the OIC. Such services can be expected to include, but not be limited to occasional assistance with boat handling, welding, and minor machinist and electrician DPB corrective maintenance support subject to reimbursement at an hourly rate and not to exceed a maximum of 7 hours per week. In addition, work party support in off-loading and loading law enforcement equipment will be provided by the Master in ports where shore assistance is unavailable or restricted.

d. Appendix II contains a list of shipboard equipment for CG T-AGOS with designations showing which agency is responsible for operation, maintenance, and support. Maintenance of Navy mission equipment (which does not include the AN/SPS-73 RADAR, DPBs and their electronics, and the DES radios) will be directed by MSC and executed by embarked contract civilians. Repairs and troubleshooting beyond the scope of the assigned contract civilian personnel will be directed to MSC contractors ashore. If further assistance is required, MSC as type commander will be responsible for obtaining the additional technical assistance. TACLETs and Coast Guard support commands will be fully responsible for maintenance of the AN/SPS-73 RADAR, DPBs and their electronics, and DES radios and will coordinate with MSC T-AGOS Project Officer for ship availability and scheduling of technical assistance. Communications services will be provided to the Master on a 24 hour per day basis by CG MOC watchstanders. All formal record message traffic will be passed expeditiously through standard Coast Guard, Navy and Department of Defense communications channels. Internal procedures aboard T-AGOS for routing and retaining messages will be in accordance with a mutually developed Standard Practice Procedures (SPP) and consistent with current Navy and Coast Guard directives and guidelines for handling classified material. The OIC will have authority to release messages dealing with special mission unique support/reporting requirements, collection and processing of mission data; however, no formal traffic will be transmitted without the knowledge of the Master. The Master will have access to all incoming message traffic except special mission specific traffic.

e. The Master is responsible for custodial services in all areas except those designated as special mission areas (eg. MOC), and staterooms and heads of Coast Guard T-AGOS Detachment members. The Coast Guard Detachment OIC's stateroom and head will be cleaned/maintained on the same schedule as Ship's Officers Staterooms. Custodial services in the special mission areas (MOC) will be the responsibility of the OIC.

f. Coast Guard T-AGOS Detachment personnel will be permitted to purchase items available through the ship's store.

g. In consideration of the normal, demanding tempo of operations, the Master will provide for "midrats" to be available to watchstanders immediately preceding the customary change of the watch at midnight.

h. The MSC T-AGOS Project Officer will provide such additional support as may be required by extended operations in remote areas (medical personnel and services, supplemental parts for COMSC supported equipment, etc.). This will include assisting TACLETs in arranging receipt, temporary storage, packing, crating and shipment of special mission material at remote ports. TACLETs will provide sufficient advance notice to enable MSC T-AGOS Project Officer to provide the additional support required on a cost reimbursable basis.

i. All embarkation and public affairs activities involving the ship will be fully coordinated among concerned parties, and will be in accordance with pertinent MSC and CG directives. Whenever possible, coordination with underway T-AGOS ships should be identified eight weeks prior to the scheduled date of an embarkation or public affairs activity due to the six week schedule between portcalls. Shorter notice visits require MSC and CG concurrent approval. Correspondence issued by Coast Guard should include a specific authorization or citation for expenditure of funds for public affairs activities, over-and-above normal operational requirements for the ship. The Master of the ship, as a representative of COMSC, is responsible for coordinating with Coast Guard representatives concerning approved embarkation and public affairs activities.

j. COMSEC Keymat and equipment shall be provided, maintained, and safeguarded by MSC in accordance with DoD and DoN policy guidance. In addition to all Navy equipment, this support shall include keying material and portable encoder for SPECTRA DES radios in the MOC, each of the two DPBs, and up to eight Sabre man-portable radios for DPB crewmembers. This support also includes accountability for USCG portable COMSEC equipment and KEYMAT, including KEYMAT and portable encoder for an ANDVT radio for each of the two DPBs. Coast Guard will properly transfer to MSC's CMS account all USCG COMSEC equipment and identify to MSC COMSEC managers all required KEYMAT in sufficient time to support mission operations. Coast Guard personnel will require access to portable encoders and keying material to allow quick loading of DPB radios and team member handheld radios prior to each intercept launch. Coast Guard will satisfy COMSEC user qualifications for personnel designated to handle CMS KEYMAT.

k. In addition to the MOC, storeroom facilities and a DPB workshop will be provided aboard each ship to stow CG owned mission equipment and spare parts. Master and OIC will be responsible for storing material within these spaces once identified.

11. Modification, Alteration, and Repair.

a. The ships will be scheduled for overhauls, repairs and regulatory inspections as mutually agreed by Commandant and COMSC, and in accordance with regulatory require-ments. COMSC has developed an engineering operation cycle for T-AGOS incorporating the requirements for periodic drydocking and overhaul in conjunction with Commandant.

b. Alterations and modifications to the ships, including Commandant generated items, will be accomplished by MSC, provided such items are within the capability of MSC and are mutually agreed upon between Commandant and MSC. Commandant requests for large modifications or alterations will be submitted to MSC in writing with necessary guidance plans and specifications 180 days prior to scheduled overhaul, or as early as possible, to allow evaluations and timely planning. Equipment to be installed will be furnished by Commandant along with technical plans and guidance necessary to permit work to be performed within timelines. All such work and equipment to be furnished will meet the requirements of the American Bureau of Shipping. MSC will advise Commandant of the estimated time required to accomplish modifications and alterations.

c. During dockside and shipyard modification, alteration and repair periods, the MSC T-AGOS Project Officer will provide Commandant with information copies of all change orders affecting work on mission equipment and spaces which are issued against the contract involved. Ordinarily, all change orders for such contract modifications will be coordinated with Commandant prior to discussions with the contractor.

d. Modifications and alterations to DPBs and their equipment will be the responsibility of Commandant, who reserves the right to accomplish such modifications and alterations using Coast Guard personnel and/or contractors as appropriate. Mission related work in mission assigned spaces may be accomplished by MSC or Commandant, as mutually agreed upon for each occurrence. The Master must approve any work which presents unusual hazards to the ship or crew. Any Coast Guard initiated and installed modifications must comply with regulatory (USCG, ABS, ER) requirements.

e. During yard periods, MSC T-AGOS Project Officer will ensure that mission work items requested by Coast Guard and approved by MSC are accomplished in accordance with the correct specification work package. A Coast Guard designated representative will be required to initial each completed mission work item prior to its acceptance by MSC.

f. Commandant will be provided a copy of each selected record plan revised as a result of Commandant directed changes.

g. If any dispute arises under the ship repair contract awarded for alterations or modifications requested by Commandant, Commandant will cooperate fully with MSC in providing any information, documentation or

witness necessary to the resolution of adjudication of the dispute.

h. Normally, services such as pilot, tug boats, stevedoring and line handling will be arranged and paid for by MSC. If Navy support is not available, the ship's Master, assisted by MSC T-AGOS Project Officer or the platform contract operator, as appropriate, will arrange for a husbanding agent and necessary port services.

12. Funding and Billing.

a. Coast Guard will provide funding to MSC via Military Interdepartmental Purchase Requests(s) (MIPR). Funds will be transferred at the beginning of each year and will be for the estimated cost of operation of both T-AGOS vessels for a full year. The document(s) will provide Coast Guard appropriation data to be charged by MSC on a monthly basis. Monthly bills and supporting billing substantiation will be forwarded to Coast Guard Commandant (G-OCU) by MSC's DFAS support office located in Omaha, Nebraska. Additionally, a NAVCOMPT Status of Funds Form 2193 will be provided indicating all bills charged against the funding and the available funds remaining. These monthly Billing/Status of Funds reports will be mailed by DFAS not later than the 30th of the month following the month in which the costs were incurred.

b. Maintenance and repair costs of CG mission support equipment listed in Appendix II as CG's responsibility will not be included in the report unless work is performed or assisted by MSC personnel, or MSC parts and consumables are provided.

c. Commandant will be responsible for reimbursing MSC for certain other items, including, but not limited to, the following:

(1) Preparation to meet Commandant requests when such requests are subsequently cancelled.

(2) Installation and removal of special mission or developmental equipment provided by Commandant but not installed by Commandant.

(3) Additional support requested by Commandant provided under paragraphs 10c, 10g and l0h, when the cost of such support is not chargeable to Commandant through per diem billings.

(4) Medical care for Coast Guard personnel for conditions not occupationally related.

(5) Replacements or repair of damage to Coast Guard owned equipment (identified in Appendix II) damaged or lost as a result of grounding, fire, flooding or other accidents when such repairs or replacements are desired from MSC vice Coast Guard sources.

d. INMARSAT use is not required by MSC civilian crews. Costs of communications using INMARSAT (with STU III encryption) is required by TACLETS and will be funded by TACLETs who will set up INMARSAT accounts using their own accounting data. INMARSAT costs are not required or desired in MSC monthly reports.

e. Salvage and repair costs incurred as a result of hostile acts will be funded from appropriations available for that purpose.

f. Requests from Commandant or OIC for pierside assistance will be made in writing to MSC T-AGOS Project Officer so that all expenditures may be documented. A copy of the request will be appended to the monthly report to Commandant.

g. The seventeen Coast Guard non-permanent crewmembers supporting the special mission, will be charged directly for costs of subsistence furnished at the MSC authorized ration rate. SEPRATS for Coast Guard enlisted personnel will be charged to RIK and billed by the Navy Food System Service. Cost of subsistence furnished to Coast Guard officers will be paid directly into the mess.

Subj: MEMORANDUM OF UNDERSTANDING – USCG AND MSC FOR MSC OPERATION OF T-AGOS FOR USCG

h. In the event that the parties agree to the termination of this agreement, Coast Guard will be responsible for providing for any and all deactivation costs of the vessels.

Commandant, U.S. Coast Guard_____/date:_____

Commander, Military Sealift Command_____/date:_____

Encl: (a) Appendix I - CG T-AGOS Detachment
(b) Appendix II – Program Support Offices
(c) Appendix III – List of Equipment and Responsibilities

CG T-AGOS Detachment

CG Billets

Command Cadre
1. LT
2. QMC

Mission Operations Center Division
3. RD1
4. TC2
5. QM2
6. RD3

Deck and Support Division
7. BM1
8. GM3
9. ET2 (from ESD Portsmouth)

Deployable Pursuit Boats (2) Division
10. BM1
11. BM1
12. MK1
13. MK2
14. BM2
15. BM2
16. EM2/3
17. GM3

*Note: four of these deployable T-AGOS Detachments will be required – two on each coast. Therefore, the total number of deployable billets will be 68.

Civilian Crew (20)

	Qty
Master	1
Chief Mate	1
Chief Engineer	1
Deck Department	8
Engine Department	3
Stewards Department	3
Medical Department	1
Contract civilian electronics technicians	2

Program Support Offices

T-AGOS Project Office, Military Sealift Command Little Creek, VA
Nick Roy T-AGOS Project Office Little Creek, VA
Dean Demetriou Asst Proj Officer, T-AGOS Project Office Little Creek, VA
Work Hrs: (757) 462-8119
After Hrs: (757) 404-8750
Pager (24 hr): (888) 425-5119 Dave Martyn
MSC Special Mission Programs (PM2)
MSC HQ Washington DC (202) 685-5201

Coast Guard - Operations and Maintenance Points of Contact

Atlantic Area, T-AGOS Facility Manager	Work Hrs:	(757) 398-6312
LDR Joe Dumas	After Hrs:	OPCEN (757) 398-6390
Pacific Area, T-AGOS Facility Manager	Work Hrs:	(510) 437-3503
FTCS Miller	After Hrs:	OPCEN (510) 437-3701
MLC Atlantic, T-AGOS and DPB Type Desk	Work Hrs:	(757) 628-4064
MKCS Urban		
MLC Pacific, T-AGOS and DPB Type Desk	Work Hrs:	(510) 437-5681
MKCM Ramirez		
ESU Portsmouth, T-AGOS and DPB Elect Type Desk	Work Hrs:	(757) 686-4097
CWO Steve Duer		
TACLET North – Operations Officer	Work Hrs:	(757) 398-6329
	After hrs: via LANTAREA OPCEN	
	or pager:	(888) 625-0401
Maintenance and Supply	Work Hrs:	(757) 398-6337
PACTACLET – Operations Officer	Work Hrs:	(619) 524-4454
	After hrs: via PACAREA OPCEN	
	or pager:	(619) 898-8235
Maintenance and Supply	Work Hrs:	(619) 524-4454 LCDR Adair, G-
OPL T-AGOS Program Manager	(202) 267-1780	
LCDR Brian Perkins, G-OCU MSC MIPR COTR		(202) 267-1528
LT Jim Sutton, G-OPL TACLET Program Manager		(202) 267-6685
LCDR Orlando Arenas, G-OCS DPB Project Officer		(202) 267-6706

Fountain Powerboats

Parts Support	Jeff Little	Work Hrs:	(252) 975-7016
Technical and Warranty Issues	Jeff Harris	Work Hrs:	(252) 975-7007
	B. K. Millaway		7006

LIST OF EQUIPMENT AND RESPONSIBILITIES

EQUIPMENT NAME	OP	MAINT	SUPRT
SPECIAL MISSION AND COMMUNICATIONS GEAR			
1. DPB			
a. QTY 2 DPB	CG	CG	CG

b.	QTY 2 DPB Davit		CG	MSC		MSC
c.	QTY 2 DPB Electronics		CG	CG		CG
2.	**AN/SPS-73 RADAR**					
a.	QTY 1 Item	CG	CG		CG	
b.	QTY 1 Item	CG	CG		CG	
c.	QTY 1 Item	CG	CG		CG	
d.	QTY 1 Item	CG	CG		CG	
3.	**AN/APS-49 RADAR**					
a.	QTY 1 Item	CG	MSC		MSC	
b.	QTY 1 Item	CG	MSC		MSC	
c.	QTY 1 Item	CG	MSC		MSC	
d.	QTY 1 Item	CG	MSC		MSC	
4.	**IR Camera**					
a.	QTY 1 Item	CG	MSC		MSC	
b.	QTY 1 Item	CG	MSC		MSC	
5.	**VHF-FM**					
a.	QTY 1 Radio		CG	MSC		MSC
b.	QTY 1 DES	CG	MSC		MSC	
c.	QTY 1 Item	CG	MSC		MSC	
d.	QTY 1 Item	CG	MSC		MSC	
6.	**HF Ship to Shore/Ship to Ship/Link 11**					
a.	QTY 4 AN/URT-23 E Radio Transmitter	CG	MSC		MSC	
b.	QTY 3 AN/URA-38 Trans Coupler/Antenna Tuner	CG	MSC		MSC	
c.	QTY 4 R-2368B Radio Receiver		CG	MSC		MSC
d.	QTY 4 35’ Whip Antenna (2 Transmit/2 Receive)	CG	MSC		MSC	
e.	QTY 1 AN/SRA-12C w/Antenna Patch Panel	CG	MSC		MSC	
f.	QTY 2 CA-1100 Transmitter Patch panel	CG	MSC		MSC	
g.	QTY 1 Dummy Load (1.5KW)		CG	MSC		MSC
h.	QTY 1 C-1004D Transmitter Control	CG	MSC		MSC	
7.	**UHF Line of Sight**					
a.	QTY 2 AN/WSC-3 Transceiver		CG	MSC		MSC
b.	QTY 1 OA-9123 Multicoupler	CG	MSC		MSC	
c.	QTY 1 AS-1735 UHF Wrap around Antenna	CG	MSC		MSC	
d.	QTY 2 C-9351 Remote		CG	MSC		MSC
8.	**VHF AM**					
a.	QTY 2 AN/GRC-211 Transceiver	CG	MSC		MSC	
b.	QTY 2 C-10902 Remote Head for Transceiver	CG	MSC		MSC	
c.	QTY 2 NT-60095 Antenna	CG	MSC		MSC	
9.	**UHF SATCOM Receive Only**					
a.	QTY 1 AN/SSR-1 (c/o MD-900 Rcv & TD-1063 mult)	CG	MSC		MSC	

b.	QTY 5 AM-6534 70MHZ Downconverter	CG		MSC		MSC		
c.	QTY 4 AS-2815 Antenna	CG		MSC		MSC		
d.	QTY 1 SSR-1 Alarm	CG		MSC		MSC		

10. UHF SATCOM DAMA

a.	QTY 6 AN/WSC-3 Transceiver			CG	MSC		MSC	
b.	QTY 1 OK-326 SATCOM Rack w/Ant control unit	CG		MSC		MSC		
c.	QTY 1 OE-82D Antenna System	CG		MSC		MSC		
d.	QTY 1 Dual DAMA System	CG		MSC		MSC		
e.	C/o 1 OK-455 rack	CG		MSC		MSC		
f.	TD-1271 Multiplexer	CG		MSC		MSC		
g.	QTY 1 SB-4126 Baseband patch panel	CG		MSC		MSC		
h.	QTY 1 SB-4123 Patch panel	CG		MSC		MSC		
i.	QTY 2 C-9351 Remote			CG	MSC		MSC	
j.	QTY 2 Remote Interface Unit (RIU/C-9899)	CG		MSC		MSC		

11. GYRO System

a.	QTY 1 INU (TBD)	MSC/CG			MSC		MSC	
b.	QTY TBD Synchro amplifiers (1x and 36x)	MSC/CG			MSC		MSC	
c.	QTY 1 Power supply (TBD)			MSC/CG		MSC		MSC
d.	QTY 1 UPS (TBD)			MSC/CG		MSC		MSC

12. Switchboards/Patch Panels

a.	QTY 4 SB-4124 Multi circ patch pnl (2 red/2 Blk)	CG		MSC		MSC		
b.	QTY 2 SB-2727 Receive switchboard	CG		MSC		MSC		
c.	QTY 3 SB-863 (2 Trans swtchbd/ 1 C-9351 swtchbd)	CG		MSC		MSC		
d.	QTY 2 Breakout Panels			CG	MSC		MSC	

13. Communications Terminal equipment

a.	QTY 2 Navy Orderwire (4 Channel CPU)	CG		MSC		MSC		
b.	QTY 1 GATEGUARD (CPU)			CG	MSC		MSC	
c.	QTY 3 ALPS UPS	CG		MSC		MSC		
d.	QTY 3 LASER JET IV Printers			CG	MSC		MSC	

14. Link 11 Display System (LEDS)

a.	QTY 1 AN/USQ-125	CG		MSC		MSC		
b.	QTY 1 LEDS Rack	CG		MSC		MSC		
c.	QTY 1 TSEC/KG-40	CG		MSC		MSC		
d.	QTY 1 CP-2205(P)/USQ-125	CG		MSC		MSC		

15. JOTS II

a.	QTY 1 TAC IV CP	CG		MSC		MSC		
b.	QTY 1 JOTS RACK	CG		MSC		MSC		
c.	QTY 1 JMCIS Monitor			CG	MSC		MSC	
d.	QTY 1 ON-143(V)6 (OTCIXS)			CG	MSC		MSC	
e.	QTY 1 C-11430 (OTCIXS)	CG		MSC		MSC		

16. Frequency Standard and Distribution System

a.	QTY 2 AN/URQ-23 Standard	CG		MSC		MSC		

b.	QTY 2 AM-2123 Distribution Amplifier	CG	MSC		MSC		
c.	QTY 10 5MHZ modules		CG	MSC		MSC	

17. NAVMACS V2

a.	C/o 1 AN/USH-26 Magnetic Tape Reader	CG	MSC		MSC		
b.	AN/UYK-20 Processor		CG	MSC		MSC	
c.	RD-397B Paper Tape Reader/Punch	CG	MSC		MSC		

18. Single Audio System

a.	QTY 1 SA-2112(V)1 Red Switch	CG	MSC		MSC		
b.	QTY 5 C-10276/SSC Channel Select	CG	MSC		MSC		
c.	QTY 9 TA-970/U Phone	CG	MSC		MSC		
d.	QTY 4 C-10316/U Interface	CG/MSC		MSC		MSC	
e.	QTY 9 AM-3729 Audio Amplifier	CG/MSC		MSC		MSC	
f.	QTY 9 LS-474/U Loud Speaker	CG/MSC		MSC		MSC	
g.	QTY 1 10 Channel RACAL Recorder	CG/MSC		MSC		MSC	

19. Cryptographic equipment

a.	QTY 1 TSEC/KG-40		CG	MSC		MSC	
b.	QTY 2 TSEC/KG-84A		CG	MSC		MSC	
c.	QTY 2 TSEC/KG-84C		CG	MSC		MSC	
d.	QTY 3 TSEC/KY-58		CG	MSC		MSC	
e.	QTY 2 ANDVT		CG	MSC		MSC	
f.	QTY 2 KGV-11		CG	MSC		MSC	
g.	QTY 4 TSEC/KWR-46		CG	MSC		MSC	
h.	QTY 2 STU III		CG/MSC		MSC		MSC

20. Support Equipment

a.	QTY 16 72” Equipment Racks		CG	MSC		MSC	
b.	QTY 9 Rack power panel	CG	MSC		MSC		
c.	SAFES (CMS/Classified Storage) (TBD)	CG	MSC		MSC		
d.	File Cabinets (TBD)	CG	MSC		MSC		
e.	Foundations (TBD)	CG	MSC		MSC		
f.	NOW Workstations	CG	MSC		MSC		
g.	Track with Chair		CG	MSC		MSC	
h.	Workbench	CG	MSC		MSC		
i.	Desks (TBD)		CG	MSC		MSC	
j.	Chairs (TBD)		CG	MSC		MSC	
k.	Bookshelf (TBD)		CG	MSC		MSC	
l.	Computer Workstation (TBD)	CG	MSC		MSC		
m.	Intrusion Alarm System (TBD)		CG	MSC		MSC	

21. STATNET

a.	Wind Speed Display	CG	MSC		MSC		
b.	SA-2112 Controller	CG	MSC		MSC		
c.	Status Boards Display	CG	MSC		MSC		
d.	Position/Speed/Course Display		CG	MSC		MSC	
e.	QTY 4 Touch Panels	CG	MSC		MSC		
f.	WEB Phone	CG	MSC		MSC		

22. INMARSAT

a. INMARSAT System	CG	MSC	MSC

Appendix H

Deployable Pursuit Boat

Boat Class Maintenance Plan (BCMP)

MAINTENANCE ACTION REQUIRED								
SWBS	**SYSTEM**	**COMPONENT**	**CYCLE**	**UNIT**	**INTERMEDIATE**	**DEPOT**	**REPAIR**	**STOCKED AT**
110	**Hull**	Underwater body	Cond.	Inspect	Repair	None	Contractor	n/a
		Deck plating	Cond.	Inspect	Repair	None	Contractor	n/a
		Pilothouse	Cond.	Inspect	Repair	None	Contractor	n/a
123	**Tanks & voids**	DFM Tank	Cond.	Inspect	Repair	None	Contractor	n/a
		Forepeak	Cond.	Inspect	Repair	None	Contractor	n/a
167	**Structural Closure**	Watertight Doors	Cond.	Inspect/Repair	None	None	None	Contarctor
171	**Mast**	Mast	Cond.	Inspect	Repair	None	Contractor	n/a
180	**Foundations**	Equip Foundations	Cond.	Inspect	Repair	None	Contractor	Contractor
191	**Bouyancy Units**	Pontoons	Cond.	Inspect	Repair	None	Contractor	Unit
233	**MDE Yanmar**	Port Engine	Cond.	Inspect/Renew	Test/Repair	Overhaul	Contractor	Contractor
		Stbd Engine	Cond.	Inspect/Renew	Test/Repair	Overhaul	Contractor	Contractor
		Turbocharger	Cond.	Inspect/Renew	Test/Repair	Overhaul	Contractor	Unit
		L/O Cooler	Cond.	Inspect/Renew	Test/Repair	None	Contractor	Commercial
		J/W Heat Exchanger	Cond.	Inspect/Renew	Test/Repair	None	Contractor	Commercial
		Sea Water pump	Cond.	Inspect/Renew	Test/Repair	None	None	Unit
		Exhaust Manifold	Cond.	Inspect/Renew	Test/Repair	None	None	Commercial
		Cylinder heads	Cond.	Inspect/Renew	Test/Repair	None	Contractor	Commercial
		Starter motor	Cond.	Inspect/Renew	Test/Repair	None	Contractor	Unit
		Lube Oil pump	Cond.	Inspect/Renew	Test/Repair	None	None	Commercial
		Vib. dampner	Cond.	Inspect/Renew	Test/Repair	None	None	Commercial
		Engine Mounts	Cond.	Inspect	Repair	None	Contractor	Contractor
		Flex hoses	Cond.	Inspect/Renew	None	None	None	Commercial
241	**Reduction Gear**	Reduction Gear	Cond.	Inspect/Renew	Test/Repair	Overhaul	Contractor	Contractor
		Red. Gear Cooler	Cond.	Inspect/Renew	Test/Repair	None	Contrctor	Commercial
243	**Prop. Shafting**	Shafts	Cond.	Remove/Install	Test/Repair	None	Contractor	Contractor
		Thrustball	Cond.	Inspect	Renew/Repair	None	n/a	Contractor

245	**Propellers**	Port/Stb Prop	Cond.	Inspect/Renew	Repair	None	Contractor	Unit
256	**Seawater Cooling**	Strainers	Cond	Inspect/Replace	None	None	None	n/a
259	**Exhaust System**	Silencer, Wet Port	Cond.	Inspect	Renew	None		n/a
		Silencer, Wet Starboard	Cond.	Inspect	Renew	None		n/a
261	**Fuel Oil System**	Root valves	Cond	Inspect	Repair/Renew	None	Contractor	n/a
		F/O Priming System	Cond	Inspect/Renew	None	None	None	Commercial
313	**VDC Generation**	Battery, Starting	Cond.	Test/Renew	None	None	None	Commercial
		Voltage Regulator	Cond.	Test/Renew	None	None	None	Commercial
		Alternator	Cond.	Test/Renew	None	None	Contractor	Unit
320	**Power Distribution**	Power Distribution Panels	Cond.	Inspect/Renew	None	None	None	n/a
		Shore-Tie						
		Receptacle, Ship's	Cond.	Inspect/Renew	None	None	None	n/a
		Receptacle, Boat's	Cond.	Inspect/Renew	None	None	None	n/a
331	**Lighting system**	Various Spotlights	Cond.	Repair/Replace	None	None	None	Unit
422	**Nav aids**	Blue Light	Cond.	Test/Rep/Renew	None	None	None	Unit
		Navigation Lights	Cond.	Repair/Replace	None	None	None	Unit
423	**Elecrtronics**	Transducer	Cond.	Inspect	Repair/Replace	None	ESD	Unit
		Siren	Cond.	Inspect	Repair/Replace	None	ESD	Unit
		Radar/Chart Plotter	Cond.	Inspect	Repair/Replace	None	ESD	Unit
		DGPS	Cond.	Inspect	Repair/Replace	None	ESD	Umit
		VHF Radio & Equipment	Cond.	Inspect	Repair/Replace	None	ESD	Unit
		DepthSounder	Cond.	Inspect	Repair/Replace	None	ESD	Unit
		HF SSB Radio	Cond.	Inspect	Replace	ELC	ELC	ELC
		Crew Intercom	Cond.	Inspect	Replace	ELC	ELC	ELC
		DES Radio	Cond.	Inspect	Replace	ELC	ELC	ELC
436	**Alarms**	Various	Cond.	Test/Renew	None	None	None	Commercial

437	**Gauges/Meters**	Gauges/Meters	Cond.	Inspect	Test/Calibrate	None	n/a	Commercial
443	**Signaling**	Electric Horn	Cond.	Inspect/Renew	None	None	n/a	Commercial
505	**Piping Systems**	Piping	Cond.	Inspect	Repair	None	ISC	Commercial
510	**Ventilation**	Ventilation	Cond.	Inspect	Repair	None	Contractor	Contractor
529	**Bilge System**	Electric pumps	Cond.	Inspect/Renew	None	None	n/a	Commercial
		Float switch	Cond.	Inspect/Renew	None	None	n/a	Commercial
540	**Fuel Oil System**	Filter, F/O	Cond.	Inspect/Renew	None	None	None	Commercial
		Fltr, Water Separater	Cond.	Inspect/Renew	None	None	None	Commercial
555	**Fire Fighting Sys**	CO-2 Extinguisher	Cond.	Inspect/Renew	None	None	n/a	Commercial
		PKP Extinguisher	Cond.	Inspect/Renew	None	None	Contractor	Commercial
		CO-2 Bottles	Cond.	Inspect/Renew	Test/Calibrate	None	Contractor	Commercial
560	**Steering System**	Helm Unit	Cond.	Inspect/Renew	None	None	n/a	Commercial
		Reservoir, Filter/	Cond.	Inspect/Renew	None	None	n/a	Commercial
		Tie Bar Assy	Cond.	Inspect/Renew	Repair	None	Contractor	Contractor
		Trim tabs	Cond.	Inspect/Renew	Repair	None	n/a	Contractor
562	**Rudders**	Rudder Assy	Cond.	Renew	Inspect/Repair	None	Contractor	Contractor
		Rudder Bearings	Cond.	Renew	Inspect/Repair	None	Contractor	Commercial
		Arms	Cond.	Inspect	Repair	None	Contractor	Contractor
		Stop	Cond.	Inspect/Adjust	None	None	Contractor	Contractor
		Tube	Cond.	Inspect	Repair	None	Contractor	Contractor
		Packing/seal	Cond.	Inspect/Adjust	None	None	n/a	Commercial
	Outfit/Furnishng	Windshield/Window	Cond.	Inspect/Renew	None	None	n/a	Unit
	Cathodic Protection	Hull Zincs	cond.	Inspect/Renew	None	None	n/a	Unit
		Shaft Zincs	cond.	Inspect/Renew	None	None	n/a	Unit
625								
	Exterior Paint	Hull ID Markings	Cond.	Inspect/Renew	None	None	n/a	Commercial
633	**Deck Covering**	Non-skid pads	Cond.	Inspect/Renew	None	None	n/a	Commercial

Appendix I

Preventive Maintenance

DPB Class PMS Procedures Index

MPC	EQUIPMENT	TASK DESCRIPTION	PERSONNEL	NUMBER OF COMPONENTS	JOB HOURS PER COMPONENT
AUXILIARY					
WEEKLY					
A-W-7052	Trim Tab	Check Trim Tab Operation	1 MK2	2	0.2
MONTHLY					
A-M-7082	Thrust ball	Inspect Thrustball Oil Level	1 MK2	2	0.3
A-M-7083	Trim Tab	Visually Inspect Zinc Anodes	1 MK2	2	0.2
A-M-7399	Boat Davits	Inspect Boat Davit	1 BM1 & MK2	1	0.4
QUARTERLY					
A-Q-7087	Steering Components	Change Power Steering Fluid	1 MK2	2	0.7
ANNUAL					
A-A-7072	Boat Davits	150% weight test of boat/hoist eqpt	1BM1 & MK1	2	1.1
A-A-7101	Control Cables	Check and Adjust Remote Cable	1 MK2	2	0.5
CONDITIONAL					
A-C-7400	Sea Water Cooling System	Flush Sea Water System	1 MK2	2	1.0

MPC	EQUIPMENT	TASK DESCRIPTION	PERSONNEL	NUMBER OF COMPONENTS	JOB HOURS PER COMPONENT
ELECTRICAL					
WEEKLY					
E-W-7050	Batteries	Care and Maintenance of Batteries	1 EM2	2	0.3
MONTHLY					
E-M-7076	Plugs and Receptacles	Clean & Inspect Shore Tie Connection	1 EM2	1	0.5
SEMI-ANNUAL					
E-S-7094	Clock, 24 hour	Replace LCD Battery	1 EM2	2	0.3

MPC	EQUIPMENT	TASK DESCRIPTION	PERSONNEL	NUMBER OF COMPONENTS	JOB HOURS PER COMPONENT
MACHINERY					
DAILY					
M-D-7045	Daily Checks	Daily Checks	1 MK2	2	0.5
M-D-7050	Engine, Main	Check Engine Lube Oil Viscosity	1 MK2	2	0.3
WEEKLY					
M-W-7051	Steering Components	Check Power Steering Level	1 MK2	2	0.2
M-W-7058	Reduction Gear Oil	Check Reduction Gear Oil Level	1 MK2	2	0.3
M-W-7060	Fuel Separator	Inspect F/O Sys for Water & Sediment	1 MK2	2	0.25
M-W-7075	V-Belts and Mounts	Check V-Belt, Pulleys & Mounts	1 MK2	2	0.2
MONTHLY					
M-M-7082	Raw Water Strainer	Clean MDE Raw Water Strainers	1 MK2	2	0.3
QUARTERLY					
M-Q-7061	Fuel Filter	Replace Fuel Filters	1 MK2	2	0.5
M-Q-7064	Lube Oil Filter	Replace MDE Lube Oil Filters	1 MK2	2	1.0
M-Q-7065	Intake & Exhaust Valves	Adjust Intake & Exhaust Valves	1 MK2 & 1 MK1	2	1.5
M-Q-7066	Reduction Gear Oil	Change Reduction Gear Lube Oil	1 MK2	2	1.0
M-Q-7067	Control Cables	Inspect and Lube Control Cables	1 MK2	2	0.3
M-Q-7086	Engine Mounts	Inspect Lower & Upper Carrier Bolts	1 MK2	2	0.7
M-Q-7089	Cathodic Protection	Inspect Engine Zincs	1 MK2	2	0.5
M-Q-7091	Turbocharger	Clean MDE Turbocharger	1 MK2	2	0.5
M-Q-7191	Fuel Separator	Renew Fuel Oil Filters	1 MK2	2	0.5
M-Q-7197	Cathodic Protection	Inspect Zincs	1 MK2	2	0.3
M-Q-7402	Thrustball	Check Drive Line Bolts	1 MK2	2	0.5
SEMIANNUAL					

M-S-7100	Jacket Water	Renew Jacket Water	1 MK2	2	1.5
M-S-7106	Thrustball	Check Bearings, Plate & Seal	1MK1 & MK2	2	3.0
ANNUAL					
M-A-7096	Intake & Exhaust Valves	Adjust Intake & Exhaust Valves	1MK1 & MK2	2	2.0
M-A-7099	Salt Water Pump	Replace Impeller	1MK1 & MK2	2	5.0
M-A-7102	Injection Pumps	Adjust Injector Pressurel	1 MK1	2	2.0
CONDITIONAL					
M-C-7068	Various	Break-in Maintenance	1MK1 & MK2	2	4.0
M-C-7090	Various	Break-in Maintenance	1 MK1	2	2.0
HOURLY					
M-H-7059	Drive Line Rbbr Protect.	Check drive Line Rubber Protection	1MK1 & MK2	2	7.0
M-H-7080	Raw Water Pumps	Inspect Raw Water Pump Impeller	1MK1 & MK2	2	5.0
M-H-7097	Lube Oil Cooler	Clean lube Oil Cooler	1 MK2	2	3.0
M-H-7103	Fuel Injection Pumps	Adjust Injector Timing	1 MK1	2	2.0
M-H-7104	Fuel Oil Pump	Overhaul Fuel Oil Pump	1 MK1	2	2.0
M-H-7436	Raw Water Pumps	Inspect Raw Water Pump Impeller	1MK1 & MK2	2	5.0

MPC	EQUIPMENT	TASK DESCRIPTION	PERSONNEL	NUMBER OF COMPONENTS	JOB HOURS PER COMPONENT
DAMAGE CONTROL					
MONTHLY					
R-M-7073	Fire Extinguisher	Inspect Portable Fire Extinguishers	1 FN	1	0.3
SEMI-ANNUAL					
R-S-7074	Fire Extinguishing Sys.	Inspect Fire Suppression System	1MK1 & MK2	1	1.0

Appendix J

Spare Parts Listing

List Of Spares for 1 TAGOS Pair of Boats

ITEM	PART #	Quantity	Unit	Type		Group
Coolant Fluid, Antifreeze	Texaco Long Life	2	gals	250 hr mnt		Propulsion
Engine Lube Oil Fluid	415405G	10	5 gl pales	250 hr mnt	*	Propulsion
Engine Zincs	119574-44150	10	ea	250 hr mnt	*	Propulsion
Primary Fuel Filters	4412-012	8	ea	250 hr mnt	*	Propulsion
Secondary Fuel Filter	41650-502330	8	ea	250 hr mnt	*	Propulsion
Gear Box Filter	463772	4	ea	250 hr mnt	*	Propulsion
Gear Box Fluid	ATF DxtnIII SAE 20	12	qts	250 hr mnt	*	Propulsion
Impeller O-Ring	X0506589	10	ea	250 hr mnt	*	Propulsion
Eng Oil Filter Primary	119593-35100	8	ea	250 hr mnt	*	Propulsion
Eng Oil Filter Secondary	119593-35400	8	ea	250 hr mnt	*	Propulsion
Power Steering Fluid	ATF DxtnIII SAE 20	10	qts	250 hr mnt	*	Propulsion
Air Filter	119593-18880	4	ea	250 hr mnt	*	Propulsion
Inner Cooler Cover B	119574-18760	2	ea	Routine Mnt		Propulsion
Inner Cooler Cover A	119574-18750	2	ea	Routine Mnt		Propulsion
Gasket A J/W Cooler	119574-44160	2	ea	Routine Mnt		Propulsion
Gasket B J/W Cooler	119574-44170	2	ea	Routine Mnt		Propulsion
Gasket B L/O Cooler	119574-66160	2	ea	Routine Mnt		Propulsion
Gasket A L/O Cooler	119574-33150	2	ea	Routine Mnt		Propulsion
O-Ring L/O pipe	24314-000200	4	ea	Routine Mnt		Propulsion
O-Ring L/O pipe	24311-000200	4	ea	Routine Mnt		Propulsion
L/O Cover Plate A	119574-33170	1	ea	Routine Mnt		Propulsion
J/W Cooler Cover A	119574-44190	2	ea	Routine Mnt		Propulsion
L/O Cooler Cover B	119574-33180	1	ea	Routine Mnt		Propulsion
J/W Cooler Cover	119574-44200	1	ea	Routine Mnt		Propulsion
Inner-cooler gasket	119574-18600	2	ea	Routine Mnt		Propulsion
L/O cooler hose	119595-49080	2	ea	Casualty Spare		Propulsion
Radiator cap	129107-44590	2	ea	Casualty Spare		Propulsion
Oil Pressure Gauge	S/W 82116	2	ea	Casualty Spare		Propulsion
Oil Press Sending Unit	S/W 279B-F	2	ea	Casualty Spare		Propulsion
J/W Temp Gauge	S/W 82114	2	ea	Casualty Spare		Propulsion
J/W Temp Sending Unit	S/W 280EA	2	ea	Casualty Spare		Propulsion
S/W Pump cvr bolts	X0504550	10	ea	250 hr mnt	*	Propulsion
S/W pump mech seal	X0520505	2	ea	Casualty Spare		Propulsion
Gasket bleed screw	123678-55890	10	ea	250 hr mnt	*	Propulsion
Gasket fuel spring	123678-55860	10	ea	250 hr mnt	*	Propulsion
Gasket	23414-080012	4	ea	Casualty Spare		Propulsion
F/I Valve assy	719575-53100	1	assy	Casualty Spare		Propulsion
Fuel Line Copper Wshr	23414-140000	10	ea	250 hr mnt	*	Propulsion
F/O Treatment	Fuel Additive	2	qt	250 hr mnt		Propulsion
Fuel Line Copper Wshr	23414-080000	30	ea	250 hr mnt	*	Propulsion
Injector Insulator	120324-11900	10	ea	250 hr mnt	*	Propulsion
Gasket (Fuel Spring)	123678-55850	6	ea	Casualty Spare		Propulsion
Injector Seal	120324-11910	10	ea	250 hr mnt	*	Propulsion
Fuel Inj Pipe cmn rail	119595-59150	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #5 cyl	119595-59750	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #4 cyl	119595-59741	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #1 cyl	119595-59711	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #2 cyl	119595-59721	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #3 cyl	119595-59731	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe #6 cyl	119595-59762	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe flex hose	119593-59140	2	ea	Casualty Spare		Propulsion
Fuel Inj Pipe flex hose	119593-59131	2	ea	Casualty Spare		Propulsion

Fuel Inj Pipe Rub hose	119187-59561-	2	ea	Casualty Spare		Propulsion
Fuel Oil Pipe tb chrgr	123682-59420	2	ea	Casualty Spare		Propulsion
F/O pump gasket	124410-51861	2	ea	Routine Mnt		Propulsion
F/O strainer washer	123678-55870	2	ea	Routine Mnt		Propulsion
F/O line washer	23414-140000	4	ea	Routine Mnt		Propulsion
Valve Cover Gasket	119593-11380	8	ea	250 hr mnt	*	Propulsion
Turbo Wash	974500-00400	1	ea	250 hr mnt	*	Propulsion
Coolant treatment	FPPF4000 90149	4	ea	250 hr mnt	*	Propulsion
Vee-Belt	Gates XL-9600	4	ea	250 hr mnt	*	Propulsion
S/W pump Impeller	119574-42550	4	ea	250 hr mnt	*	Propulsion
Stud M10X25	26223-100252	4	ea	Casualty Spare		Propulsion
Engine	6LY2-STE	1	ea	Casualty Spare	*, 1	Propulsion
Propeller RH	48-847221R63	1	ea	Casualty Spare	*	Propulsion
Propeller LH	48-847221L63	1	ea	Casualty Spare	*	Propulsion
Reduction Gear	HSW 110TS	1	ea	Casualty Spare	*, 1	Propulsion
Clutch hose	119575-49711	2	ea	Casualty Spare		Propulsion
Shift Cable	Morse 33C-?	1	ea	Casualty Spare		Propulsion
Throttle Cable	Morse 33C-?	1	ea	Casualty Spare		Propulsion
Governor linkage spring	1191173-61651	2	ea	Casualty Spare		Propulsion
Throttle lever spring	119593-61920	2	ea	Casualty Spare		Propulsion
Governor lever spring	119594-61600	2	assy	Casualty Spare		Propulsion
Governor lever spring	119588-61700	2	assy	Casualty Spare		Propulsion
Governor lever link	119187-61190	2	assy	Casualty Spare		Propulsion
Governr housing gasket	127695-61071	2	ea	Casualty Spare		Propulsion
Governor cvr plt gasket	127695-61961	2	ea	Casualty Spare		Propulsion
C-clip-governor lever	22272-000060	1	ea	Casualty Spare		Propulsion
C-clip-governor lever	22272-000070	1	ea	Casualty Spare		Propulsion
C-clip-gvrnr thrttl lever	22272-000100	1	ea	Casualty Spare		Propulsion
C-clip-governor linkage	22272-000040	1	ea	Casualty Spare		Propulsion
Turbo	119575-18010	1	ea	Casualty Spare		Propulsion
Turbo mntg gskt	119593-18110	1	ea	Casualty Spare		Propulsion
Turbo Exh gskt	119593-18800	1	ea	Casualty Spare		Propulsion
Turbo return line joint	119593-49320	2	ea	Casualty Spare		Propulsion
Turbo bracket gasket	119593-18080	2	ea	Casualty Spare		Propulsion
Turbo L/O sply o-ring	24314-000200	2	ea	Casualty Spare		Propulsion
J/W pump	119593-42010	1	assy	Casualty Spare		Propulsion
S/W pump	119574-42500	1	ea	Casualty Spare		Propulsion
S/W Pump O-Ring	24341-000800	10	ea	Casualty Spare		Propulsion
Thermostat gskt	119593-49291	1	ea	Casualty Spare		Propulsion
Thermostat	127605-48590	1	ea	Casualty Spare		Propulsion
Thermostat to blck o-ring	24321-000450	4	ea	Casualty Spare		Propulsion
Inner cooler o-ring	119574-18810	4	ea	Casualty Spare		Propulsion
45 degree J/W hose	119595-49230	2	ea	Casualty Spare		Propulsion
J/W rubber hose joint	119593-49250	2	ea	Casualty Spare		Propulsion
J/W straight rubber hose	119595-49270	2	ea	Casualty Spare		Propulsion
Hose (rubber pipe)	119593-49360	2	ea	Casualty Spare		Propulsion
Gasket (C/W fresh)	119574-49160	2	ea	Casualty Spare		Propulsion
Joint (T/C CWF)	119574-49321	2	ea	Casualty Spare		Propulsion
Pipe joint turbo supply	123325-49220	2	ea	Casualty Spare		Propulsion
Gasket exp tank assy	120445-44640	4	ea	Casualty Spare		Propulsion
S/W hose	119595-49060	2	ea	Casualty Spare		Propulsion
S/W hose	119595-49050	2	ea	Casualty Spare		Propulsion
Joint 8 pipe	104264-59030	4	ea	Casualty Spare		Propulsion
Joint 10 pipe	129590-18520	2	ea	Casualty Spare		Propulsion
Hose riser	119575-13340	2	ea	Casualty Spare		Propulsion
L/O pipe	119593-39401	2	ea	Casualty Spare		Propulsion
C/C breather Assy	121850-03050	2	assy	Casualty Spare		Propulsion

Injector Assy	719575-53100	2	assy	Casualty Spare	Propulsion
Injector Seal	119595-11930	10	ea	Casualty Spare	Propulsion
Starter	124610-77010	1	ea	Casualty Spare	Propulsion
Starter Solenoid	89-96158T	2	ea	Casualty Spare	Propulsion
Alternator	119573-77201	1	ea	Casualty Spare	Propulsion
Flwhl, Dampner Disc	501-043	2	ea	Casualty Spare	Propulsion
G-Drive Fluid	LS90, SAE 90	6	liters	Casualty Spare	Propulsion
Grease GP	GP	6	tubes	250 hr mnt	Propulsion
TRIMAX G-Drive Assy	G-Drive Assembly	1	assy	Casualty Spare	Propulsion
Shaft Zincs	1 ¾" Rnd Shft Zncs	4	ea	250 hr mnt	Propulsion
Retaining Ring (prop)	53-822975	1	ea	Casualty Spare	Propulsion
Bushing (prop)	23-822974	1	ea	Casualty Spare	Propulsion
Upper Carrier Bearing	P954	1	ea	Casualty Spare	Propulsion
Cutlass Bearing	P1327 or 5572	2	ea	Casualty Spare	Propulsion
High temp exh switch	129593-91420	2	ea	Casualty Spare	Propulsion
Joint breather	119593-03140	1	ea	Casualty Spare	Propulsion
J/W pump o-ring	24321-000450	2	ea	Casualty Spare	Propulsion
Gasket	23414-260000	4	ea	Casualty Spare	Propulsion
L/O pipe o-ring	24311-000200	4	ea	Casualty Spare	Propulsion
S/W pump o-rings	X0506537	3	ea	Casualty Spare	Propulsion
S/W pump o-rings	X0506589	2	ea	Casualty Spare	Propulsion
S/W pump wear plate	X0142443	2	ea	Casualty Spare	Propulsion
F/O supply joint	119593-18480	2	ea	Casualty Spare	Propulsion
J/W cooler gasket	119574-44160	1	ea	Casualty Spare	Propulsion
C/C breather gasket	124411-03051	2	ea	Casualty Spare	Propulsion
C/C breather hose	119593-03120	2	ea	Casualty Spare	Propulsion
C/C breather pipe	119593-03093	2	ea	Casualty Spare	Propulsion
Hose air duct	119595-18250	2	ea	Casualty Spare	Propulsion
S/W pipe	124790-44560	2	ea	Casualty Spare	Propulsion
L/O pipe	119588-39750	2	ea	Casualty Spare	Propulsion
Turbo supply tube	119574-39700	2	ea	Casualty Spare	Propulsion
L/O cooler pipe	119574-39152	2	ea	Casualty Spare	Propulsion
Turbo drain pipe	119574-39601	1	ea	Casualty Spare	Propulsion
Turbo L/O drain line	119574-39651	1	ea	Casualty Spare	Propulsion
CWF T-filler	119595-44700	2	ea	Casualty Spare	Propulsion
L/O cooler gasket	119574-33150	4	ea	Casualty Spare	Propulsion
Bonnet cover hose	119593-03130	1	ea	Casualty Spare	Propulsion
S/W pump supply pipe	127610-49010	2	ea	Casualty Spare	Propulsion
Suction manifold gasket	119593-12111	2	ea	Casualty Spare	Propulsion
S/W strainer joint	43530-500610	2	ea	Casualty Spare	Propulsion
Clutch in hose	119575-49700	2	ea	Casualty Spare	Propulsion
L/O filter tube	119595-39750	2	ea	Casualty Spare	Propulsion
L/O flexible pipe	119574-39111	2	ea	Casualty Spare	Propulsion
Stud M 10X22	26223-100222	4	ea	Casualty Spare	Propulsion
Exhaust gasket	119574-13250	4	ea	Casualty Spare	Propulsion
Exh manifold gasket	119593-13202	4	ea	Casualty Spare	Propulsion
Tachometer	119573-91200	1	ea	Casualty Spare	Propulsion
Blue Light Assembly	Fed Sgnal FB12DP	1	assy	Casualty Spare	Electrical
Electrical Breakers		1	ea size	Casualty Spare	Electrical
Light Bulb Navigation	Perko 71DPCLR	15	ea	Casualty Spare	Electrical
Terminal Jumper	553021	100	ea	Casualty Spare	Electrical
Bilge Pump	Rule 3500 GPM	2	ea	Casualty Spare	Electrical
Light Bulbs	GE-1156	1	box	Casualty Spare	Electrical
Relay Solenoid	89-96158T	1	ea	Casualty Spare	Electrical
Rocker Switches		4	ea	Casualty Spare	Electrical

Running Lights		1	set	Casualty Spare		Electrical
Spot/Floodlight Bulbs		1	ea	Casualty Spare		Electrical
Neutral Safety Switch	455-764	2	ea	Casualty Spare		Electrical
Trim Tab Fluid	ATF DxtnIII SAE 20	4	qts	250 hr mnt		Trim Tabs
Trim Tab Hyd Pump	9421	1	ea	Casualty Spare		Trim Tabs
Trim Tab Solenoid vlv		1	ea	Casualty Spare		Trim Tabs
Trim Tab Zincs		4	ea	250 hr mnt		Trim Tabs
Trim Indicator Tables		1	ea	Casualty Spare		Trim Tabs
Steering Wheel		1	ea	Casualty Spare		Steering
Chair Ram		1	ea	Casualty Spare		Outfit
Engine Hatch Ram		1	ea	Casualty Spare		Outfit
Windshield		1	ea	Casualty Spare		Outfit
Canvas Top		1	ea	Casualty Spare		Outfit
Fendering Patch Kit		1	Kit	Casualty Spare	*	Hull
Fendering		1	Assy	Casualty Spare	*, 1	Hull
Fiberglass Repair Kit		1	Kit	Casualty Spare		Hull
WD 40		4	Can	250 hr mnt		Hull
Liquid gasket	977770-01212	1	Can	Routine Mnt		Hull
Silicone sealant		6	tubes	Casualty Spare		Hull
Fire Ext Cylinder	FW-466364	1	ea	Casualty Spare		Hull
Radar/Chart Plotter	Raytheon RL74RC	1	assy	Casualty Spare	*	Electronic
DGPS Display Unit	Raytheon NAV398	1	ea	Casualty Spare	*	Electronic
DGPS Antenna combo	RAYSTAR 114	1	ea	Casualty Spare	*	Electronic
VHF-FM Radio/loudhlr	Raytheon Ray-220	1	ea	Casualty Spare	*	Electronic
VHF-FM Antenna	Shkespeare 5241R	1	ea	Casualty Spare	*	Electronic
Depth Sounder	Raytheon ST-60	1	ea	Casualty Spare	*	Electronic
Transducer, Thru hull	M78713	1	ea	Casualty Spare	*	Electronic
Siren/loudhailer	Whelen	1	ea	Casualty Spare	*	Electronic
Speaker	Whelen SA122DBB	1	ea	Casualty Spare	*	Electronic
HF SSB Radio Set	Harris AN/PRC138	1	set	Casualty Spare	2	Electronic
125 W Amplifier	RF-5032-125E	1	ea	Casualty Spare	2	Electronic
Antenna Coupler	SGC-230	1	ea	Casualty Spare	2	Electronic
Intercom Full Funct Crw	5830-01-382-3218	1	ea	Casualty Spare	2	Electronic
Intercom Headsets	DK-132A/SRB	2	ea	Casualty Spare	2	Electronic
16' Antenna	Shake AT1011/U	1	ea	Casualty Spare	2	Electronic
VHF-FM DES Radio	5895-01-LG7-7310	1	ea	Casualty Spare	2	Electronic
DES Radio Michrophone	5965-01-435-3414	2	ea	Casualty Spare	2	Electronic
VHF-FM DES Antenna	Shakespear 5241R	1	ea	Casualty Spare	2	Electronic

Note: All items marked with * initial stock is furnished under initial contract.
Note: All items marked with 1, initial stock is furnished under initial contract, replacements are available under existing contract.
Note: All items marked with 2, initial stock is furnished by ELC.

Appendix K

Tool List

Recommended tools for each TAGOS

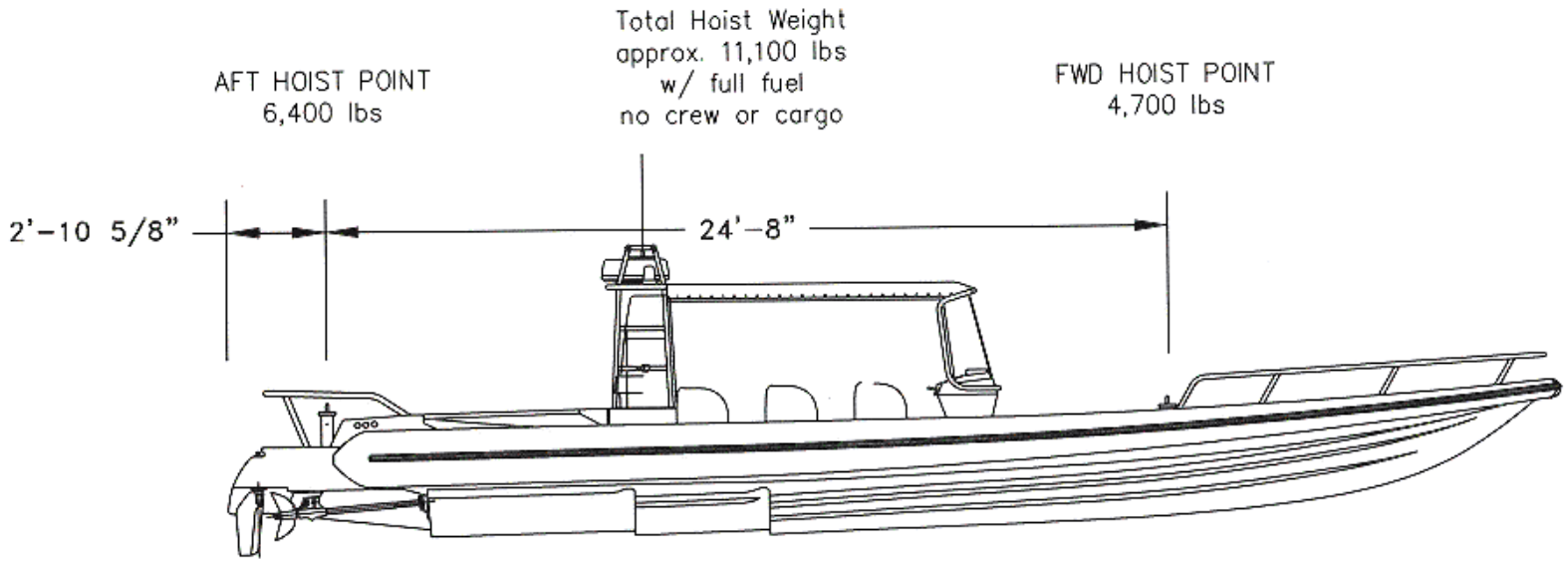
Item	Quantity	S.O.S	Est Cost
Tool Set 9300GSB (Complete)	1	Snap On	$5,000
Tool Kit (Boat)	2	West Marine	$90
Visgage	1	FSS	$150
Cordless 3/8 drill	1	GSA	$100
Drill Bit set to 1/2"	1	GSA	$50
Rag Bin	1	GSA	$25
Rags (Case) 4240012495540	4	FSS	$300
Dial Indicator	1	GSA	$175
In/LB Torque wrench	1	GSA	$150
Air Hose 3/8	50 ft	GSA	$10
Anti freeze tester	1	GSA	$10
Easy Out set	1	GSA	$5
Tap&Die set Met&STD			
Combined set TDTDM500	1	Snap On	$315
Drop Light	1	GSA	$25
Multi-Meter	1	GSA	$200
Slip Joint Pliers 20"	1	GSA	$35
Wire strippers	1	GSA	$10
Pipe Wrench 24"	1	GSA	$15
File set	1	GSA	$15
Garden Hose	100 ft	GSA	$20
Electric extension cord	150 ft	GSA	$10
Safety Glasses	4	GSA	$20
Grease Gun	1	GSA	$15
Cargo Net	2	FSS	$50
Tie Down Straps	4	FSS	$100
Prop Puller for 1-3/4" shaft	1	Local Fab.	$200
Drum 55 Gallon (Empty)	1		$0
Drum Pump Hand Op.	1	FSS	$150
Funnel	1	GSA	$5
Assorted nuts & Bolts Std	1 set	Local	$450
Assorted nuts & Bolts Metric	1 set	Local	$450
Assorted wire lugs	1 set	Local	$25
2 ft Smart Level	1	Local	$250
		Total	$8,175

Appendix L

Deployable Pursuit Boat

Cradle & Hoisting Information

38' Deployable Pursuit Boat (38 DPB)
Approximate Hoisting Weights



Approximate Weight Breakdown

Lightship	9,980 lbs
Fuel	1,120 lbs
Crew (6 @ 180 lbs)	1,080 lbs
Cargo	300 lbs
Total Full Load	12,480 lbs

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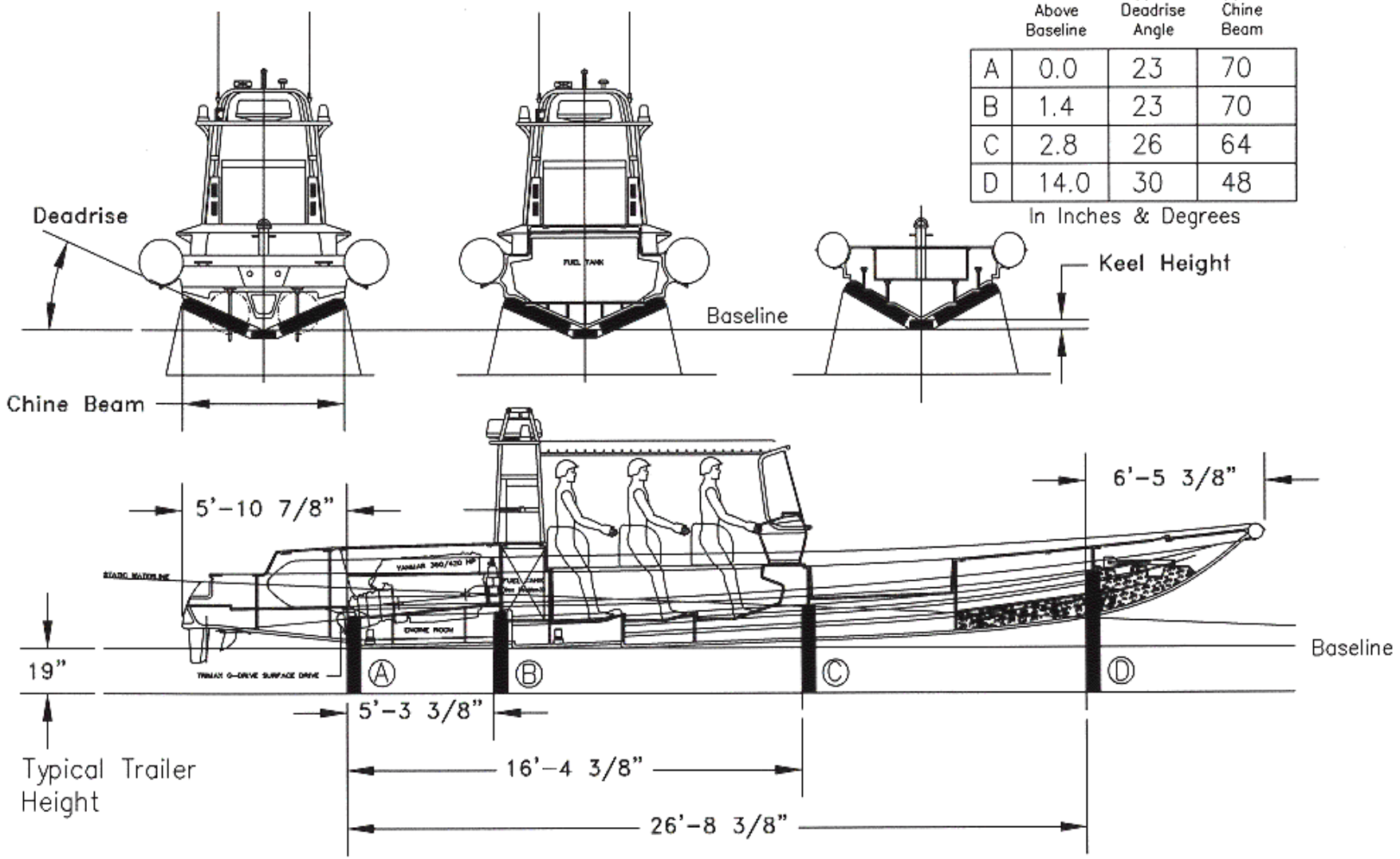
38' Deployable Pursuit Boat (38 DPB)
Concept Locations for Cradle Support

	Keel Ht Above Baseline	Approx. Deadrise Angle	Approx. Chine Beam
A	0.0	23	70
B	1.4	23	70
C	2.8	26	64
D	14.0	30	48

In Inches & Degrees



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