

APPENDICES

- A. **Legislative Mandates for U.S. Coast Guard Roles, Missions, and Functions**
- B. **CinCSOUTH Letter to Deputy Secretary of Transportation, 26 May 1999**
- C. **NATIONAL FLEET – A Joint Navy/Coast Guard Policy Statement, 21 September 1998**
- D. **The United States Coast Guard: A Unique Instrument of U.S. National Security, October 1999**
- E. **Maritime Areas of Concern to the Deepwater Project**
- F. **Design and Operational Characteristics of Coast Guard Deepwater Cutters and Aircraft**
- G. **Integrated Deepwater System Project Industry Teams, Phase 1**
- H. **Glossary**

A. Legislative Mandates for U.S. Coast Guard Roles, Missions, and Functions^[185]

The following authorities mandate the Coast Guard to conduct operations within its five principal roles and supporting mission areas. There are a significant number of other statutory authorities that, although not written in mandatory terms, nevertheless assign responsibilities to the Coast Guard.

Alien Migrant Interdiction Operations

14 U.S.C. § 2 - requires Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

E.O. 12807 - directed the Secretary of Transportation to issue instructions to the Coast Guard to enforce the suspension and entry of undocumented aliens into the United States by sea and to interdict defined vessels.

Presidential Decision Directive 9 (PDD-9) - addresses the need to combat the problem of criminal alien smuggling, and provides guidance on the Coast Guard’s role on combating alien smuggling as well as the roles of the other U.S. government agencies. It specifically tasks the Coast Guard with the interdiction of smuggling vessels and with transporting the migrants to the flag state of the vessel or to another non-U.S. country.

46 U.S.C. § 2304 - outlines that it is a violation of both U.S. Law and of a recognized duty under international law not to aid mariners in need assistance at sea.

Drug Interdiction

14 U.S.C. § 2 - requires the Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

United Nations Convention Against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988 - Article 17 requires all States party to cooperate to the fullest extent possible to suppress illicit traffic by sea, in conformity with the international law of the sea. The United States has entered into numerous bilateral agreements to implement this binding international legal obligation. Many of these agreements expressly identify the U.S. Coast Guard as the relevant U.S. law enforcement agency under the agreement.

National Drug Control Strategy - The classified annex to the National Drug Control Strategy assigns specific missions to the USCG to secure the attainment of Goal 4 (Shield America’s Air, Land, and Sea Frontiers from the Drug Threat) and 5 (Break Foreign and Domestic Drug Sources of Supply) of the Strategy.

National Interdiction Control Plan, 9 October 1997 - assigns to the Coast Guard responsibility for intercepting/apprehending maritime targets of interest detected in international waters and airspace.

Defense/Military Operations

10 U.S.C. § 101 - defines “armed forces” to include the Coast Guard, with the Army, Navy, Air Force, and Marine Corps.

[185] This summary is based upon an internal Coast Guard memorandum, Robert S. Horowitz, Deputy Chief Counsel, “Mandatory Authorities for Mission Areas,” Headquarters, U.S. Coast Guard, 17 February 1998, and additional input from Headquarters legal staff.

14 U.S.C. § 1 - establishes the Coast Guard as a military service and a branch of the armed forces of the United States “at all times.”

14 U.S.C. § 2 - requires the Coast Guard to maintain a state of readiness to function as a specialized service in the Navy in time of war, including the fulfillment of Maritime Defense Zone responsibilities.

14 U.S.C. § 3 - requires the Coast Guard to operate as a service in the Navy upon declaration of war or when the President directs.

Memorandum of Agreement between the Department of Defense and the Department of Transportation on the Use of U.S. Coast Guard Capabilities and Resources in Support of the National Military Strategy, 3 October 1995 - identifies the following activities: Annex A defines Maritime Interception Operations as operations conducted to enforce the seaward portion of certain sanctions against another nation or group of nations. It may include stopping, boarding, searching, diverting, or redirecting vessel traffic.

Annex B defines military Environmental Response Operations as those responding to incidents of marine pollution that have the potential to adversely affect U.S. and allied/coalition defense operations.

Annex C defines Port Operations, Security and Defense as operations conducted to ensure port and harbor areas are maintained free of hostile threats, terrorist actions, and safety deficiencies that would be a threat to support and resupply operations. DPOSD also ensures the safe and efficient operations of all vessels and facilities within the port, harbor, and harbor approach environment.

Annex D defines Peacetime Military Engagement as all military activities involving other nations intended to shape the security environment in peacetime, and which serve to: demonstrate U.S. political and military commitment; improve interoperability; reassure allies, friends, and coalition partners; promote transparency; convey democratic ideals; deter aggression; and help relieve sources of instability before they can become military crises.

Foreign Vessel Inspection

14 U.S.C. § 2 - requires the Coast Guard to administer laws and promulgate and enforce regulations for the promotion of safety of life and property on and under the high seas and waters subject to the jurisdiction of the United States.

33 U.S.C. § 1223 - provides the Coast Guard the authority to direct the movement of any vessel on U.S. waters that the Coast Guard has reasonable cause to believe does not comply with any applicable law or treaty.

33 U.S.C. § 1228 - requires the Coast Guard to deny entry into the U.S. territorial sea to tanker vessels that are in violation of any U.S. treaty, law, or regulation, or that meet other criteria as posing a threat to port safety or the marine environment.

46 U.S.C. § 601 and 6301 - requires the Coast Guard to investigate marine casualties to tank vessels in the EEZ resulting in significant environmental harm or material damage affecting the seaworthiness or efficiency of the vessel. Also requires investigation of marine casualties to certain foreign passenger vessels operating out of the U.S. ports or carrying U.S. passengers if the casualty occurs on the high seas south of 75N, south of 60S, west of 35W, and east of the International Date Line.

46 CFR 4.01 - requires the Coast Guard to investigate all reportable marine casualties.

General Law Enforcement

14 U.S.C. § 2 - requires the Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

Presidential Protection Assistance Act of 1976, P.L. 91-651, 84 Stat. 1941 - requires the Coast Guard to assist the Secret Service by providing service, equipment, and facilities, when requested, to assist the Secret Service in discharging its duties.

42 U.S.C. § 268 - requires the Coast Guard to enforce quarantine rules and regulations.

43 U.S.C. § 1333 - requires the Coast Guard to enforce all matters related to safety of life and property on artificial islands, installations and other devices on the Outer Continental Shelf.

43 U.S.C. § 1348 - requires the Coast Guard to enforce safety and environmental regulations promulgated under the Outer Continental Shelf Lands Act, 43 U.S.C. §§ 1331-1356.

46 U.S.C. App. § 87 - requires the Coast Guard, when requested by the Federal Maritime Commission, to assist the Commission in the enforcement of sanctions which the Commission is empowered to impose, including, when requested, denying entry to the United States to vessels flagged in States subject to such sanctions.

46 U.S.C. App. § 1710a - requires the Coast Guard, when requested by the Federal Maritime Commission, to assist the Commission in the enforcement of sanctions which the Commission is empowered to impose, including, when requested, denying entry to the United States to vessels flagged in States subject to such sanctions.

48 U.S.C. § 1494b - requires the Coast Guard to station a patrol vessel in St. Croix, U.S. Virgin Islands.

International Ice Patrol

14 U.S.C. § 2 - requires the Coast Guard to engage in oceanographic research on the high seas and in water subject to the jurisdiction of the United States.

46 U.S.C. App. § 738a - requires the Coast Guard to maintain an ice patrol during the ice season in the North Atlantic Ocean in the vicinity of the Grand Banks of Newfoundland and to provide enumerated services to mariners including issuing radio warnings to vessels transiting the area informing them of ice conditions; assisting vessels and crews requiring aid; studying ice and current conditions in the region; and removing and destroying derelicts.

Convention on the Safety of Life at Sea (SOLAS), Chapter V, Regulation 5 - requires contracting governments to continue the international ice patrol. Pursuant to U.S. law, the Coast Guard is the only agency authorized to accomplish this international obligation.

Lightering Zone Enforcement

14 U.S.C. § 2 - requires the Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws, on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

33 U.S.C. 1221 - the Port and Waterways Safety Act provides the basis for our port state actions, and general management of ports and waterways to minimize deaths, injuries, property damage, and environmental damage. It authorizes the establishment of safety zones, Captain of the Port Orders, issuance of permits, and additional subpoena authority for investigations.

Living Marine Resources Enforcement

14 U.S.C. § 2 - requires the Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

16 U.S.C. § 1861 - requires the Coast Guard to enforce the provisions of the National Fishery Management Program – The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) – “to prevent overfishing, to rebuild overfished stocks, to insure conservation, to facilitate long-term protection of essential fish habitats, and to realize the full potential of the Nation’s fishery resources.” The Act tasks the “Secretary of the department in which the Coast Guard is operating” with enforcement “of the provisions of this Act.”

16 U.S.C. § 1540 - The Endangered Species Act - is written to protect America’s endangered species. It charges the Secretaries of Commerce and Interior, and the Coast Guard, with enforcing its provisions.

16 U.S.C. § 3375 - The Lacey Act - prohibits the possession of and commerce in illegally taken fish, wildlife, and plants. It charges the Secretary of Transportation with enforcement of the Act’s provisions.

16 U.S.C. § 1156 - requires the Coast Guard, when requested by the Secretary of State, to deliver to the cognizant State Party those persons and vessels seized for violating the provisions of Article III of the Interim Convention on the Conservation of North Pacific Fur Seals.

16 U.S.C. § 1826 - declares it to be the policy of Congress that the United States should secure a permanent ban to destructive high seas fisheries practices, in particular, the use of large-scale driftnets and requires the Coast Guard to cooperate with the Departments of State and Commerce in securing international agreements which would implement this policy. It also tasks the Coast Guard, among others, to work with international organizations, such as the North Pacific Anadromous Fish Commission, to implement and enforce the UN High Seas Driftnet Moratorium. The statute would, by implication, effectively require Coast Guard enforcement of such agreements, as it mandates that such agreements include provisions which would permit officials of the United States to board and inspect vessels of States-Party while such vessel is operating beyond the exclusive economic zone of any nation.

16 U.S.C. § 3607 - requires the Coast Guard to enforce the provisions of the North Atlantic Salmon Fishing program.

16 U.S.C. § 3637 - requires the Coast Guard to enforce provisions of the Pacific Salmon Fishing program.

16 U.S.C. § 5504 - requires the Coast Guard to cooperate with the Commerce Department in developing a report providing information regarding any activities of high seas fishing vessels that undermine the effectiveness of international conservation and management measures. The Coast Guard is, by implication, required to assemble such information in order to effectively discharge its duty to cooperate.

16 U.S.C. § 5606 - requires the Coast Guard to enforce provisions of the Northwest Atlantic Fisheries Convention, which regulates fishing outside any country’s EEZ in the Northwest Atlantic, particularly on the Grand Banks and Flemish Cape off the coast of Newfoundland. Marine Mammal Protection Act - While it does not specifically task the Coast Guard, prohibits the taking or possession of marine mammals in the U.S. territorial sea and EEZ. Because of the area defined, this is a Coast Guard enforcement responsibility under 14 U.S.C. 2.

Maritime Pollution (MARPOL) Enforcement

14 U.S.C. § 2 - requires the Coast Guard to, among other things, enforce or assist in the enforcement of all applicable Federal laws on, under, and over the high seas and waters subject to the jurisdiction of the United States, and to “engage in maritime air surveillance or interdiction to enforce or assist in the enforcement of the laws of the United States.”

33 U.S.C. § 1254 - requires the Coast Guard, in cooperation with Environmental Protection Agency, to conduct surveillance to monitor the water quality of the contiguous zone and the oceans.

33 U.S.C. § 1321 (c)(1) - as amended by the Oil Pollution Act of 1990, requires the President to ensure effective and immediate removal of a discharge of oil or hazardous substance in the exclusive economic zone and for natural resources under the exclusive management authority of the United States. Pursuant to E.O. 12777, Coast Guard is delegated responsibility for removal of a discharge, or mitigation or substantial threat of a discharge, of oil or hazardous substances in the coastal zone.

33 U.S.C. § 1417 - requires the Coast Guard to conduct surveillance and appropriate enforcement activity to prevent the unlawful transportation of material for dumping, or unlawful ocean dumping.

33 U.S.C. § 1901-12 - Act to Prevent Pollution from Ships implements the MARPOL Convention in U.S. Law and authorizes the development of implementing regulations. Annexes cover the discharge of oil and noxious liquid substances, and prohibits the dumping of plastic trash anywhere in the ocean or the navigable waters of the United States. Additional prohibitions are directed against dumping of other types of garbage in water subject to U.S. Jurisdiction; regulations also cover the discharge of sewage.

33 U.S.C. § 1903 - requires the Coast Guard to enforce the provisions of the MARPOL Convention and the Act to Prevent Pollution from Ships.

42 U.S.C. § 9118 - requires the Coast Guard to enforce procedures with respect to any ocean thermal energy conversion facility in order to (1) promote the safety of life at sea; (2) prevent pollution of the marine environment; (3) clean up any pollutants which may be discharged; and (4) otherwise prevent or mitigate any adverse impact from the construction and operation of such ocean thermal energy conversion facility or plantship.

42 U.S.C. § 9119 - requires the Coast Guard to promulgate and enforce regulations governing the movement and navigation of ocean thermal energy conversion plantships so as to prevent interference with other uses of the high seas.

42 U.S.C. § 9153 - with respect to ocean thermal energy conversion enforcement, gives the Coast Guard exclusive responsibility for enforcement measures which affect the safety of life and property at sea.

Search and Rescue

14 U.S.C. § 2 - requires the Coast Guard to develop, establish, maintain and operate rescue facilities for the promotion of safety on, under, and over the high seas and waters subject to the jurisdiction of the United States.

46 U.S.C. Apps. § 738a - requires the Coast Guard to render assistance to persons and property in distress in the vicinity of the Grand Banks of Newfoundland during ice season and as long as may be advisable throughout the remainder of the year.

Convention on the Safety of Life at Sea (SOLAS), Chapter V, Regulation 15 - mandates that contracting governments make necessary arrangements to rescue persons in distress at sea for waters off of their coast. Pursuant to U.S. law, the Coast Guard is the only agency authorized to accomplish this international obligation.

B. Commander-in-Chief, U.S. Southern Command Letter to Deputy Secretary of Transportation, 26 May 1999



DEPARTMENT OF DEFENSE
UNITED STATES SOUTHERN COMMAND
OFFICE OF THE COMMANDER IN CHIEF
3511 NW 91ST AVENUE
MIAMI, FL 33172-1217

May 26, 1999

Mr. Mortimer L. Downey
U.S. Deputy Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Secretary Downey,

I appreciate this opportunity to comment on the many vital contributions of the United States Coast Guard in Southern Command's Area of Responsibility (AOR). I also look forward to meeting with you and the other distinguished members of the Interagency Task Force on the Roles and Missions of the U.S. Coast Guard on 28 May 1999 in Washington D.C. Before I address the Coast Guard in specifics terms, let me set the stage by providing some background on the Southern Command Theater and underscoring some fundamental facts that will frame the Coast Guard's role in this region in a practical context.

The reality that events in the Southern Theater are vital to U.S. strategic interests is becoming increasingly apparent. U.S. economic prosperity is increasingly linked to the economic prosperity of the Latin American and Caribbean regions. The level of trade with these regions will, within a year, exceed the level of trade with all of Europe, and in the next 10 years, with Europe and Japan combined. Four countries in the region together have sufficient oil resources to be competitive with the countries of the Middle East. Venezuela alone can produce as much oil as can all the Persian Gulf states combined. Colombia recently discovered major oil reserves, while both Trinidad-Tobago and Ecuador are already significant oil suppliers.

Our cultural ties to the region are growing exponentially. By the year 2010 Hispanics will comprise the largest minority in our country and by mid-century may account for as much as a third of the population. We also have burgeoning populations of English and Creole-speaking Caribbean people. As these new Americans grow in number, as well as political and economic strength, they will demand that our leaders pay increased attention to our affairs and interests in this hemisphere.

Measured against the goals of our National Security Strategy, the Southern Command AOR is a "good news story." Over the past two decades the theater has changed from one dominated by military dictatorships and communist regimes to one in which democracies are the norm. For the first time in history, virtually every nation in the theater is a democracy of 32 nations, only intransigent Cuba remains outside the embrace of democratic rule and the prosperity possible only through a free market economy.

The picture is not all rose-colored, however. Many of these democracies are fragile and susceptible to transnational threats which have emerged as the greatest hazards to regional stability and democratic and economic development. Throughout the region the corrupting influences of narcotics trafficking, domestic and international terrorism, illegal migration, illicit arms sales, money laundering, and organized crime are threatening the foundations of democracy and impeding economic development.

It is against these transnational threats that we have framed our regional engagement strategy, a strategy that embodies the basic concepts of U.S. national strategy: shape the environment, respond to crises, and prepare for an uncertain future. Our regional engagement strategy stresses the first concept. If we skillfully shape the hemispheric security environment, we will not have to respond to crises, and the future will be far less uncertain.

We strive to shape the environment in a variety of ways. We take advantage of exercises and confront operational threats such as drug trafficking and crises like natural disasters. We proactively support military-to-military contacts and disaster relief and foster multilateral security cooperation among security forces in the region. We assist the countries of the region in building military forces appropriate to the current geopolitical environment, to help develop mutual confidence in their ability to work together for the common good and to resolve disagreements peacefully. Our efforts help to create opportunities for enhancing military acceptance of the professional concepts of military subordination to civilian leadership, respect for human rights, and support for democratic institutions.

With the understanding that regional engagement and counterdrug operations are our primary missions, let me lend form and substance to these concepts by citing some examples of specific Coast Guard activities and contributions that are vital to the pursuit and achievement of our strategic aims.

From the start line to the finish line the Coast Guard is an active partner essential to effective regional engagement. They are integral to our Theater Engagement planning process, providing unique perspectives and invaluable expertise. First and foremost, however, I must convey a key observation (our United States Coast Guard has earned and enjoys an unprecedented level of trust and credibility with the countries and organizations within the Southern Command AOR. Coast Guard forces and missions closely match those of the region's navies, particularly in the Caribbean basin, and through a multitude of engagement activities and initiatives, the Coast Guard has fully emerged as the ideal mentor and role model for many of the regional maritime services. Their prominent role in the development of the Haitian Coast Guard with a full time, multi-year presence of two to four trainers working closely with Canadian counterparts, is the most significant engagement success story in a country bedeviled with endemic political, social and economic crises. Similar training initiative successes are evident in Panama (development of their maritime capabilities), Antigua (RSS Training Center), Bolivia and Peru (riverine training).

The Coast Guard's robust Resident and Mobile Training Teams continue to pay huge dividends in shaping our theater for the new century. This past year the International Military Education and Training (IMET) program included 111 students from 22 countries. The Coast Guard also completed 62 Mobile Training Team (MTT) missions for 299 weeks of training and enrolled eight cadets at the U.S. Coast Guard Academy. As a side note, the Commander of the Barbados Coast Guard is an Academy graduate from the Class of 1984. The engagement value of these activities are immeasurable and can be linked directly to strengthened regional trust, cooperation, and stability.

The Caribbean Support Tender (CST) is a new initiative that clearly highlights the synergism of the SOUTHCOM - USCG partnership. This program will utilize an 180 foot, 1000 ton tender to provide practical “hands on” training and technical assistance for the regional maritime services of the Caribbean. Its multinational complement of officers and crew will foster teamwork and encourage information exchange to help improve their operational readiness and capabilities, and achieve our strategic aim of greater regional cooperation and confidence.

The Coast Guard also participates heavily in the SOUTHCOM theater exercise program. As my Executive Agent for the maritime phase of the annual Caribbean exercise *Tradewinds*, they have performed superbly in bringing together a majority of the region’s maritime services in an operational environment that is both challenging and extremely productive. They are also regular participants in the annual *UNITAS* exercise which provides cooperative operational training opportunities with the navies of South America. Their participation always adds an important dimension which Latin American navies appreciate and identify with, and generally crosses multiple ministries of host governments, which in turn creates additional opportunities for further diplomatic and military contacts.

The success of these engagement activities is also linked directly to our counterdrug mission, as the relationships, trust, cooperation, and improved operational capabilities they build are key to the multinational effort required to effectively conduct counterdrug operations in this region. Direct Coast Guard support to include cutters (deep-water assets), aircraft and law enforcement detachments are imperative to our counterdrug effort. We cannot conduct an effective counterdrug campaign without Coast Guard support; they are infused in every counterdrug operation conducted in the Caribbean and are intimately involved in the strategy formulation process.

I can personally attest to the difference in “value added” that the Coast Guard makes each and every day in this theater. I observe them first hand in key staff billets right here in my headquarters and in key operational billets throughout the AOR as Chiefs of our Military Liaison Offices (MLO’s). Our primary counterdrug organization, Joint Interagency Task Force – East, is superbly commanded by a Coast Guard Flag Officer, Rear Admiral Ed Barrett. From the most junior to the most senior, these professional Coast Guardsmen are extremely effective in their highly visible and critical roles, and their substantial contributions to regional engagement and our counterdrug mission make the difference.

In closing, let me offer these final observations. The USCG is without a doubt my most valuable resource for maritime engagement in the Caribbean basin, making robust security assistance, military-to-military contact, and exercise contributions. They are the lead agency for maritime interdiction; however, increased *Detection & Monitoring* support is inefficient without critical linkages to USCG forces assigned for *Intercept & Apprehension*. Presently, the number of cutters available to support the counterdrug effort is significantly less than what we will need to achieve our operational counterdrug objectives. Migrant surges will also inevitably place a greater strain on the aging USCG fleet. The USCG is the right fit for managing many of my downrange efforts, as evidenced by the outstanding results produced by my three Coast Guard Security Assistance Office (SAO) Chiefs. My staff is exploring options for additional USCG manpower to support other regional SAO positions.

In summary, my message is a simple one. The United States Coast Guard brings tremendous capabilities and contributions across a wide spectrum of regional engagement activities. Its role in the Southern Theater is a significant one, and will only grow as we continue to pursue a National Security Strategy that directs us to engage and shape an extremely diverse, dynamic and expansive environment.

Secretary Downey, thank you again for this opportunity to provide my perspective regarding the Coast Guard and its importance to Southern Command. I look forward to discussing in greater detail some of the points I have raised in this letter with you and the task force members during our session on Friday.

Sincerely,

// signed //

Charles E. Wilhelm
General, United States Marine Corps
Commander in Chief, U.S. Southern Command

C. NATIONAL FLEET

A Joint Navy/Coast Guard Policy Statement, 21 September 1998

Concept

The Navy and Coast Guard commit to shared purpose and common effort focused on tailored operational integration of our multi-mission platforms, meeting the entire spectrum of America's twenty-first century maritime needs. While we will remain separate services, each with a proud heritage, we recognize the need to work more effectively together. We describe the process for closer cooperation as the "National Fleet," a concept that synchronizes planning, training and procurement to provide the highest level of maritime capabilities for the nation's investment.

Background

Challenges to our maritime security mandated the formation of our respective services in the early years after the founding of the republic; the challenges grow more diverse and complex each year. Regional conflict, crisis response, sanctions enforcement, arms trafficking, illegal mass migration, smuggling, over-fishing, and terrorism are just a few of the growing problems we face in maritime security. As we enter the next millennium, described in *Joint Vision 2010* as "more unpredictable and less stable," the Navy and Coast Guard, together, must deploy forces with greater flexibility, adaptability and affordability. Especially at the low end of the spectrum of conflict where we expect to find the bulk of our security activities, a combined and interoperable force will be needed to establish the numerical sufficiency required for effective global operations.

Our heritage of successful cooperation at sea establishes a clear point of departure as we project a new course for the future. Recent examples include response to the Haiti-Cuba mass migrations in 1993-94, support of the TWA Flight 800 salvage operations, clean-up of the Exxon Valdez spill, Arabian Gulf UN embargo operations, and ongoing Peacetime Engagement and Counter-Narcotics operations. In support of the Coast Guard's Counter-Narcotics mission, the Navy brings essential communications, intelligence, surveillance and detection capabilities. In the Navy's Peacetime Engagement mission, the Coast Guard provides expertise and proficiency in maritime law enforcement, fisheries protection, waterways management and environmental protection. In humanitarian support operations, the services support each other with a common dedication and overlapping skill sets that are force multipliers for the nation. Our joint operational experience suggests efficiencies to be gained, but also offers insights into aspects of our cooperation hindered by an unfocused approach. Because of incompatible equipment, mutual logistics support has proven difficult, as has the ability to exchange near real-time intelligence and information. As partners in maritime security, our approach should stress commonality wherever appropriate, from shipboard propulsion systems to aircraft components to training standards.

Attributes

The National Fleet has two main attributes. First, the fleet is comprised of surface combatants and major cutters that are affordable, adaptable, interoperable, and with complementary capabilities. Second, whenever appropriate, the fleet is designed around common equipment and systems, and includes coordinated operational planning, training and logistics. The Navy's contribution will be highly capable multi-mission Navy surface combatants designed for the full spectrum of naval operations, from Peacetime Engagement through Major Theater War (MTW). The Coast Guard's contribution will be maritime security cutters, designed for peacetime and crisis-response Coast Guard missions, and filling the requirement for relatively small, general-purpose, shallow draft warships. All ships and aircraft of the National Fleet will be interoperable to provide force depth for peacetime missions, crisis response, and MTW tasks.

Policy

The Navy and Coast Guard will work together to build a National Fleet of multi-mission surface combatants and cutters to maximize our effectiveness across all naval and maritime missions. The Navy and Coast Guard will coordinate surface ship planning, information systems integration, and research and development, as well as expand joint concepts of operations, logistics, training, exercises and deployments. The Coast Guard and Navy will work together to acquire and maintain future ships that mutually support and complement each service's roles and missions.



Chief of Naval Operations



Commandant of the Coast Guard

Dated: 21 September 1998

D. The United States Coast Guard: A Unique Instrument of U.S. National Security, October 1999

At the dawn of the 21st century, America's citizens and interests and its allies and friends throughout the world are at increasing risk from a variety of transnational threats that honor no frontier: extreme nationalism, terrorism, international organized crime, illegal alien migration, drug trafficking, conventional weapons smuggling, proliferation of weapons of mass destruction, environmental damage, complex flows of trade, and state aggression. "To move against the threats of this new global era," the President's October 1998 *National Security Strategy for a New Century* explains, "we are pursuing a forward-looking national security strategy attuned to the realities of our new era.... Its three core objectives are:

- To enhance our security.
- To bolster America's economic prosperity.
- To promote democracy abroad."

America's national security is thus no longer focused solely on military threats to the nation. Indeed, the dividing line between domestic and foreign policy is increasingly blurred by globalization – the process of accelerating economic, technological, cultural, and political integration. "More and more we as a nation are affected by events beyond our borders," the *National Security Strategy* recognizes. As U.S. national security interests embrace a rich tapestry of cultural, social, environmental, economic, political, diplomatic, and military dimensions, we must examine critically the tools necessary to carry out this strategy effectively. Further, the *National Security Strategy* makes clear that a "close coordination across all levels of government – federal, state and local" will be fundamental to success.

In this regard, the Coast Guard is an increasingly important and, indeed, a unique asset in America's multifaceted security strategies at home and abroad. The Coast Guard is a **military, multimission, maritime service** within the Department of Transportation and one of the five U.S. Armed Services. Its fundamental roles are to protect the public, the environment, and U.S. economic and security interests in America's inland waterways, ports and harbors; along some 47,000 miles of U.S. coastlines; in the U.S. territorial seas and our nearly 3.4 million square miles of exclusive economic zones; on international waters and in other maritime regions of importance to the United States. Interagency cooperation has been crucial in meeting the nation's needs in these critical regions, with the Coast Guard in many instances a lead coordinator of activities involving the Departments of State, Defense, Justice, and Transportation; the Customs Service, Federal Bureau of Investigation, Drug Enforcement Agency, Environmental Protection Agency, National Marine Fisheries Service, the Immigration and Naturalization Service; and numerous local, state, and international agencies and nongovernmental organizations.

Since its founding as the Revenue Cutter Service in 1790, the Coast Guard has unfailingly provided **services and benefits to America's security because of its distinctive blend of humanitarian, law enforcement, diplomatic, and military capabilities**. The Coast Guard has broad responsibilities for safeguarding **maritime security** – the Coast Guard's unique contribution to America's national security. Today these capabilities ensure homeland defense, protect critical infrastructures, safeguard U.S. maritime sovereignty, and defend American citizens and interests worldwide. The Coast Guard's five maritime security roles and their importance to America, today and in the future, are as follows.

National Defense. Notions of homeland defense and maritime sovereignty shape the Coast Guard's law enforcement roles, missions, and tasks to defend U.S. maritime borders and offshore zones as well as participating in global military and defense operations. Coast Guard units play critical roles in peacetime forward presence, humanitarian support,

peacekeeping and enforcement, crisis-response, and combat operations, across the spectrum of U.S. global engagement in support of the National Military Strategy's concepts of **Shape, Respond, and Prepare**. The Coast Guard's involvement in **shaping the international environment** is important and growing. Coast Guard peacetime engagement in a posture of active and acceptable presence reaches out to all elements of other countries' maritime interests and agencies, and in some situations is much less threatening and more politically acceptable than a purely naval or military presence. The Coast Guard's people and assets support in-country mobile training teams and international training at Coast Guard facilities in the United States, and have helped to establish maritime codes of law in several countries emerging from authoritarian rule. Coast Guard support to international initiatives, including bi- and multilateral search-and-rescue and environmental exercises, helps to underscore America's commitments to regional stability and peace.

The Coast Guard's extensive peacetime responsibilities in coastal and port maritime functions and a variety of country-to-country operations provides broad-spectrum capabilities to **respond to threats and crises**. In defending against transnational threats, the Coast Guard provides the maritime element in homeland defense against drugs, other contraband, illegal migrants, and weapons proliferation. A robust command and control network rings the nation to direct responses across the mission spectrum. Coast Guard operational capabilities for these needs figure importantly in smaller-scale contingencies, providing humanitarian assistance in natural disasters, boarding teams for maritime interdiction operations in support of United Nations sanctions, and port security in overseas theaters. Finally, Coast Guard tasks in Maritime Theater Warfare are embracing more facets of naval warfare operations in littoral regions, including port security and safety, harbor and environmental defense, maritime interception and coastal sea control, and force protection.

The United States clearly confronts a dilemma as to what form its naval and maritime forces should take in the future to deal with a variety of challenges: U.S. support to U.N.-sponsored global security operations; the security and defense implications of the U.N. Convention on the Law of the Sea; the need for naval arms control, disarmament, and confidence-building regimes; the proliferation of naval forces and weapons, particularly weapons of mass destruction; and the increasing significance of nonmilitary threats to U.S. maritime security. Thus, to **prepare now for an uncertain future**, the Coast Guard maintains a high state of readiness to function as a specialized service within the Navy and has command responsibilities for the U.S. Maritime Defense Zones. Its strategic vision document, *Coast Guard 2020*, underscores the need to embrace both the Revolutions in Military Affairs and Business Affairs to support robust investment in modernization and to transform Coast Guard strategy, doctrine, and organizations to meet the daunting challenges of the 21st century. In this regard, the National Fleet Policy Statement, signed in September 1998 by the Chief of Naval Operations and the Commandant of the Coast Guard, signaled a new era of close collaboration in planning, acquisition, training, and operations.

Maritime Law Enforcement. The Coast Guard is the only federal law enforcement agency with jurisdiction in both U.S. waters and on the high seas, and is the only U.S. Armed Service not constrained by the Posse Comitatus Act. In these arenas, the Coast Guard is the primary enforcer of U.S. laws and treaties that include customs and border control, protection of living marine resources, safeguarding the marine environment, fighting piracy, interdicting illegal immigrants and contraband, counter-drug operations, and helping to stem weapons proliferation. Its counter-drug operations are critical to achieving the goals of the National Drug Control Strategy, which calls for "flexible operations to detect, disrupt, deter, and seize illegal drugs in transit to the United States." General Barry R. McCaffrey, Director, Office of National Drug Control Policy, has warned of the persistent flow of illegal drugs that kills 15,000 Americans and costs the public more than \$110 billion each year. From 1992 through 1998, for example, Coast Guard law-enforcement

teams conducted 597 drug-interdiction cases, seizing more than 393,000 pounds of cocaine and nearly 436,000 pounds of marijuana, and arresting 1,043 narco-traffickers. In 1999 alone, the Coast Guard interdicted more than 106,000 pounds of cocaine, keeping some 481 million “hits” with a value of \$3.7 billion off America’s streets and out of its schools.

Similarly, fisheries enforcement boardings have increased from 9,440 in 1994 to 14,173 in 1998, a critically important factor in helping to rebuild and maintain fish stocks threatened by overfishing. The economic value of these fisheries to America is approximately \$24 billion, annually, and the U.S. economic zone holds some 20 percent of the world’s commercial fishery resources. And the Coast Guard interdicted nearly 290,000 illegal immigrants from 43 countries between 1980 and 1998. Although illegal migration from Haiti, Cuba, the Dominican Republic, and other Central American countries continues to pose the greatest demand for Coast Guard interdiction assets, in 1998 China became the single greatest source of human trafficking by sea. Intelligence agencies estimated that as many as 20,000 illegal Chinese immigrants attempted to reach America by sea. The Coast Guard’s at-sea interdiction operations save more than \$15 million each year – the estimated cost of Immigration and Naturalization Service agents apprehending illegal migrants once ashore; the costs-avoided from the interdiction of Haitian refugees alone from 1990 through 1998 have been estimated at nearly \$140 million.

Maritime Safety. The Coast Guard is renown worldwide as “America’s Guardian of the Seas” – a reputation for personal courage and selflessness that goes back to the earliest days of the Revenue Cutter Service. The National Security Strategy has this role in mind when it states that “the safety of our citizens” is a vital national interest. From 1992 through 1997, Coast Guard search and rescue (SAR) assets conducted 291,094 SAR operations, saving 31,364 people from injury or death, assisting another 624,762 people in non-life-threatening situations, and preventing some \$16.8 billion in property losses. With more than 85 percent of U.S. population living near the coasts, oceanborne trade perhaps tripling during the next two decades, a virtual explosion in cruise ship demand, fishing vessels and offshore platforms venturing farther offshore, and a dramatic increase in personal watercraft and recreational boats, the job of ensuring maritime safety and security will become even more challenging. Prevention, founded on expert risk assessments to reduce the probability of mishaps, will be the watchword of the future and advanced technologies will continue to be embraced to increase the probability of success. When lives and property are in jeopardy on the sea, in coastal areas, and in inland waters, the Coast Guard will be “Always There...Always Ready.”

Marine Environmental Protection. The Coast Guard’s **prevention, enforcement, and response functions** in marine environmental protection help to reduce the amount of pollution entering America’s and the world’s waterways. Coastal tourism and marine recreation – which in 1997 generated \$71 billion to state and local economies, 85 percent of all U.S. tourism-related revenues – demand clean shorelines and marine environments. In response to marine environmental security challenges, and as a world leader in marine environmental protection, the Coast Guard shapes the safety and pollution-control standards for international and domestic maritime transportation. This is especially evident in the areas of Port State Control and the inspection of U.S. and foreign commercial vessels. The Coast Guard’s polar ice-breaking fleet supports scientific and environmental investigations in both Arctic and Antarctic regions. The Service’s ice-breaking efforts facilitate navigation and prevent flood damage, at a economic value of more than \$93 million.

World and coastal shipping will continue to grow, while offshore exploitation of oil and gas resources will continue to expand at ever greater distances from shore and in deeper waters – both trends increasing the need for effective enforcement of laws and regulations. The Coast Guard’s prevention of oil spills from all potential sources and activities saves as much as \$5.8 billion each year in oil losses, cleanup costs, and environmental damage. When prevention and enforcement fail, however, the Coast Guard maintains a rapid-response capability to contain and recover from pollution incidents such as the massive 1989 Exxon Valdez spill in Prince William Sound, Alaska. Three well-trained and

well-equipped Coast Guard National Strike Teams, located on the East, Gulf, and West Coasts, are at the ready to respond to major oil or other hazardous materials spills in the inland waterways and coastal regions of the United States. In some future crisis, moreover, these Strike Teams may be the nation's "first-responders" to a terrorist attack using chemical, biological, or nuclear weapons in a crowded port or roadstead.

Maritime Mobility. Mindful of its mandate to ensure a safe, efficient, and effective marine transportation system, the Coast Guard is charged with regulating and inspecting commercial and private vessels, licensing merchant mariners, managing waterways, and protecting the security of America's ports. The U.S. marine transportation system encompasses some 13 million Americans employed in domestic shipping-related activities, which includes seafaring and non-seafaring positions related to coastwise and inland waterways operations. It also supports a chain of economic activities that contributes more than \$742 billion to America's economy.

The Service's Aids to Navigation Program and Vessel Traffic Services, moreover, help to ensure safe vessel movements, a critical need as global maritime trade is expected to triple by 2020 and larger numbers of ultra-large, deep-draft, and minimally crewed ships, many carrying hazardous cargoes, will ply U.S. waters and exclusive economic zones. Today, 95 percent of all U.S. overseas trade – in 1998 more than 8,000 foreign-flag vessels called at U.S. ports – and 25 percent of U.S. domestic/intercity trade moves by water. Furthermore, 134 million passengers transit U.S. waters each year in ferries, cruise/tour ships, and gaming vessels; 110,000 commercial fishing vessels harvest waters under U.S. jurisdiction; and millions of Americans and foreign tourists use 16 million recreational craft and frequent thousands of miles of U.S. beaches. In the not-too-distant future, cruise ships carrying 6,000 or more people will head for evermore remote areas. Fewer "mega-ports" along U.S. coasts will serve greater numbers of ships, while smaller "feeder ports" will contribute to burgeoning vessel densities in offshore areas – all of which will increase the requirement for effective vessel identification and tracking. Additionally, U.S. military strategy and operations will depend upon efficient inland waterways and multimodal transport nodes, safe ports, and secure sealift for some 95 percent of material sent to overseas conflicts.

Thus, **maritime security is the Coast Guard's unique contribution to U.S. national security** in the inland waterways and maritime domains. It embraces all elements of the cultural, social, environmental, economic, political, diplomatic, and military dimensions that today shape America's national security strategy, policies, and programs of global engagement. Indeed, maritime security begins at America's inland waterways and river transport systems that channel commerce to and from the rest of the world. And it encompasses roles, missions, and tasks that seek to safeguard U.S. citizens, interests, and friends increasingly at risk from a broad spectrum of threats and challenges.

A military, multimission, maritime service, the Coast Guard provides singular, non-redundant, and complementary capabilities to protect America's maritime security interests. As America's Guardian of the Seas and the only U.S. Armed Service with broad law enforcement authority, the **Coast Guard truly is a unique instrument of U.S. national security.**

E. Maritime Areas of Concern to the Deepwater Project

The **Arctic Ocean** is by far the smallest of the Earth's oceans; the deepest sounding obtained in Arctic waters is 18,050 feet, but the average depth is only 3,240 feet. All Arctic waters are cold. The Arctic water from the surface to a depth of 650 feet is the most variable because of the continual freezing and thawing cycle and because of additions of fresh water from rivers and from precipitation. Warmer Atlantic water underlies this layer to a depth of about 3,000 feet. Bottom water extends to the ocean floor; it is somewhat colder but similar in salinity. An inflow of Pacific water of warmer temperature and greater salinity may be observed in the Chukchi Sea, flowing as a wedge between the Arctic and Atlantic waters. Between about 60 N and 75 N the occurrence of sea ice is seasonal; above 75 N it is relatively permanent.

The **Bering Sea** may be divided into two nearly equal parts: a relatively shallow area along the continental and insular shelves in the north and east and a much deeper area in the southwest. In the shelf area, which is an enormous underwater plain, the depths are, in most cases, less than 500 feet. The deep part in the southwestern portion of the sea is also a plain, lying at depths of 12,000 to 13,000 feet and divided by separate ridges into three basins: the larger Aleutian Basin to the north and east, the Bowers Basin to the south, and the Komandor Basin to the west. The sea's deepest point, 13,442 feet, is in the Bowers Basin. Although the Bering Sea is situated in the same latitude as Great Britain, its climate is much more severe. The southern and western parts are characterized by cool, rainy summers with frequent fogs and comparatively warm, snowy winters. Winters are extreme in the northern and eastern portions, with temperatures of -31 to -49 F and high winds. The summers in the north and east are cool, with comparatively low precipitation.

The **Pacific Ocean** extends the length of the Americas' western coast, the narrow Bering Strait separates it from Russia and Asia to the northwest, the Arctic Ocean and several of the continent's major islands lie to the north. The Pacific occupies about one-third of the surface of the Earth and is by far the largest of the world's oceans. Its area, excluding adjacent seas, encompasses approximately 63.8 million square miles. It has twice the area and more than twice the water volume of the Atlantic – the next-largest ocean. Its area exceeds that of the whole land surface of the globe, Antarctica included. The mean depth of the Pacific (excluding adjacent seas) is 14,040 feet. The Pacific and Arctic systems mingle their waters in the Northern Hemisphere at the shallow Bering Strait. Except for its extreme northern and southern sections, which are characterized by fjords and numerous off-lying islands, and except for the deeply indented Gulf of California, the coastal boundary is relatively regular and the continental shelf narrow.

The **Atlantic Ocean** and its marginal seas constitute the world's second largest ocean after the Pacific and have an area of 41.1 million square miles; the Atlantic proper has an area of 31,830,000 square miles. The average depth (with marginal seas) of 10,925 feet is somewhat less than that of the Pacific and Indian Oceans because of extensive continental shelves in the north and the shallowness of the marginal seas. These seas include the Baltic, North, Black, and Mediterranean seas to the east and Baffin Bay, Hudson Bay, the Gulf of St. Lawrence, the Gulf of Mexico, and the Caribbean Sea to the west.

The **Gulf of Mexico** is a partially landlocked body of water on the southeastern periphery of the North American continent. To the northwest, north, and northeast it is bounded by the southern coast of the United States, while to the west, south, and southeast it is bounded by the east coast of Mexico. It is connected to the Atlantic Ocean by the Florida Strait, running between the peninsula of Florida and the island of Cuba, and to the Caribbean Sea by the Yucatán Channel, which runs between the Yucatán Peninsula and Cuba. Both these channels are about 100 miles wide. The Gulf's greatest east-west and north-south extent are approximately 1,100 and 800 miles, respectively, and it covers an area of some 600,000 square miles.

The **Caribbean Sea** is a partially landlocked body of water, roughly situated between 10 degrees North/64 degrees West and 23 degrees North/85 degrees West. It is bounded by the east coasts of Mexico (Yucatán Peninsula), Belize, Guatemala, Honduras, Nicaragua, and Costa Rica; the northern coastlines of Panama, Colombia, Venezuela, and Trinidad and Tobago; and is ringed to the north and east by Cuba, Haiti and the Dominican Republic, Puerto Rico, the U.S. and British Virgin Islands, and the Leeward and Windward Islands chains. It is approximately 1.063 million square miles in area, and the maximum depth is 25,200 feet.

F. Design and Operational Characteristics of Coast Guard Deepwater Cutters and Aircraft

F-1. Cutter Operating Characteristics

CLASS	Secretary	Famous	Reliance	Mature (230)	Mature (213)	Mature (282)	Island (A &B)	Island (C)
Class Type	WHEC	WMEC	WMEC	WMEC	WMEC	WMEC	WPB	WPB
LOA (ft.)	378' 4.5"	270	210	230	213	282	110	110
Beam (ft.)	42	38	34	43	41	50	21' 1"	21' 1"
Draft (ft.)	18' 9.25"	14	10.5	15	15	15	7' 3" (A) 7' 1" (B)	7' 3"
Masthead Height (ft.)	113	91	72.4	90	90	104	43	43
Displacement 3,340 (tons)	1,820	1,020	1,920	1,750	2,929	162 (A)	154 (B)	152
Propellers	2	2	2	1	2	2	2	2
Propulsion Type	CODOG	Diesel	Diesel	Diesel/ Electric	Diesel/ Electric	Diesel	Diesel	Diesel
Engines	2 Fairbanks-Morse 38TD8 1/8 diesels, 2 Pratt & Whitney FT4 gas turbines	2 Alco 18V-251E diesels	2 Alco 16V-251B diesels Electric Drive	3 Fairbanks-Morse 38D diesels, GSB-8 Electric Drive	4 Cooper-Bessemer diesels,	4 Caterpillar 3516 diesels RP200-1	2 Alco-Paxman Valenta 16 CM diesels	2 Caterpillar 3516 diesels
Horsepower	7,254/36,000	7,290	5,000	UA	UA	UA	5,760	5,460
Officers	19	14	12	10	9	7	2	2
Enlisted	147	86	65	68	66	92	14	14
Flight Deck Capability	HH-65/HH-60	HH-65 HH-60 (B only)	HH-65	None	None	HH-65	None	None
Fuel Capacity (gallons)	212,665	79,875	48,645	82,500	75,000	210,300	9,306 (A) 10,382 (B)	10,382
Maximum Range	14,000 nm @ 11 kts	9,900 nm @ 12 kts	6,100 nm @ 13 kts	UA	UA	UA	3,300 nm @ 13 kts (A) 2,960 nm @ 13 kts	3,500 nm @ 10 kts
Stores Endurance (days)	45	21	21	21	21	25	5	5
Maximum Speed (knots)	29	19.5	18	14	15	18	29.5	26
Cruising Speed (knots)	19	15	14	UA	UA	UA	UA	UA
Maximum Continuous Speed (knots)	24	19	17	10	14	16	26	26
Economic Speed (knots)	11	12	13	8	10	13	13	10
RHIB	1	1	1	1	1	2	1	1
MSB	1	1	1	1	1	0	0	0
Personnel Evacuees	500	450	325	UA	UA	UA	150	150
Additional Personnel Support	25	9	9	UA	UA	UA	2	2

UA - Unavailable
Source: U.S. Coast Guard (G-ADW), September 1999.

F-2. Aircraft Operating Characteristics

Class Name	HC-130	HU-25 (A)	HU-25 (B)	HU-25 (C)	C-20B	HH-60J	HH-65A
Manufacturer	Lockheed	Falcon Jet	Falcon Jet	Falcon Jet	Gulfstream	Sikorsky	Aerospatiale
Wing Span/Rotor Diameter	132' 7"	54'	54'	54'	77' 10"	54'	39' 2"
Height	38' 3"	18'	18'	18'	24' 6"	17'	13'
Length	97' 9"	56'	56'	56'	83'	65'	44' 5"
Wing Area (sq ft)	1,734	450	450	450	UA		
Max GrossWeight (lbs)	175,000	32,000	32,000	33,510	70,200	21,884	9,200
Empty Weight (lbs)	76,780	25,500	25,500	19,000	40,400	14,500	6,092
Number Engines	4	2	2	2	2	2	2
Propulsion Type	Allison T56-A15 Turboprop	Garrett ATF3-6-2C Turbofan	Garrett ATF3-6-2C Turbofan	Garrett ATF3-6-2C Turbofan	Rolls Royce Spey 511-8 Turbofan	General Electric T700-401C Gas Turbines	Lycoming LTS-101- 750B-2 Gas Turbines
Fuel Capacity (lbs)	62,900	10,431	10,431	10,431	28,300	6,460	1,900
Max Endurance (hrs)	14	5.45	5.45	5.45	8	7	3.5
Max Speed (kts)	330	450	450	450	501	180	165
Cruising Speed (kts)	290	410	410	410	459	140	120
Economical Speed (kts)	248	250	250	250	442	127	120
Max Range (nm)	4,500	1,940	1,940	1,940	3,691	700	300
Radius of Action (nm)	1,600	800	800	800	3,000	300	150
Service Ceiling (ft) (hover)	33,000	41,000 +	41,000 +	41,000 +	45,000	5,000 (hover)	7,510
Take-Off Power (hp)	4 x 4,508 shp	2 x 5,440 lbs thrust	2 x 5,440 lbs thrust	2 x 5,440 lbs thrust	2 x 11,400 lbs thrust	2 x 1,662 shp	2 x 680 shp
Sea Level Climb (fpm)	2,570	UA	UA	UA	3,000	576	UA
Number Officers	2	2	2	2	2	2	2
Number Enlisted	5	3	3	3 or 5	2	2	3
Number Operational	26	9	3	8	1	35	80
Storage or Support	4	16	4	1	0	7	14
Total Airframes	30	25	7	9	1	42	94
Programmed Flight(hrs)	22,400	7,200	2,400	6,400	500	24,920	48,000
Cargo Sling Capacity						6,000 lbs	2,000 lbs
Rescue Hoist Capacity	UA	600 lbs					

UA – Unavailable
Source: U.S. Coast Guard (G-ADW), September 1999.

G. Integrated Deepwater System Project Industry Teams, Phase 1

Avondale Industries, Inc.

Newport News Shipbuilding
Boeing-McDonnell Douglas Corporation
John J. McMullen & Associates, Inc.
DAI, Inc.
Raytheon Systems Company

Science Applications International Corporation

Marinette Marine Corporation
Sikorsky Aircraft Corporation
Soza & Company, Ltd.
Bath Iron Works
CTM Automated Systems
AMSEC
Fuentez Systems Concepts, Inc.
Gibbs & Cox, Inc.
Interactive Television Corporation
Clark Atlanta University

Lockheed Martin Government Electronic Systems

Ingalls Shipbuilding, Litton PRC, M. Rosenblatt & Son, Sperry Marine, Inc., Litton Data Systems, University of New Orleans
Halter Marine
Bollinger Shipyards Inc.
Bell Helicopter Textron
Lockheed Martin Information Systems
Lockheed Martin Radar & Surveillance Systems
Lockheed Martin Sanders
Lockheed Martin Aeronautical Systems
Lockheed Martin Federal Systems
Lockheed Martin Management and Data Systems
LOGICON Syscon
L-3 Communications, Inc.
PROSOFT

H. Glossary

ADW.....	USCG Deepwater Acquisition Project Office
AMIO.....	Alien Migrant Interception Operation
AOR.....	Area of Responsibility
APF.....	Afloat Prepositioning Force
ASCM.....	Anti-Ship Cruise Missile
ASW.....	Anti-Submarine Warfare
ATON.....	Aids to Navigation
C3.....	Command, Control, and Communications
C4ISR.....	Command, Control, Communications, Computers, Intelligence Surveillance, and Reconnaissance
CG/CGN.....	guided missile cruiser/nuclear-powered guided missile cruiser
CinC.....	Commander-in-Chief
CNO.....	Chief of Naval Operations (U.S. Navy)
COTS.....	Commercial Off-The-Shelf
CV/CVN.....	aircraft carrier/nuclear-powered aircraft carrier
DEA.....	Drug Enforcement Agency
DER.....	radar picket destroyer escort
DGPS.....	Differential Global Positioning System
DoD.....	Department of Defense
DoT.....	Department of Transportation
DD-21.....	Land-Attack Destroyer for the 21st Century (U.S. Navy program)
DDG.....	guided missile destroyer
DIO.....	Defence Intelligence Organization (Australia)
DIS.....	Defence Intelligence Service (United Kingdom)
DP.....	dual-purpose
EEZ.....	Exclusive Economic Zone
ELT.....	Enforcement Laws and Treaties
EO.....	electro-optical
FAO.....	Food and Agriculture Organization (United Nations)
FBI.....	Federal Bureau of Investigation
FEMA.....	Federal Emergency Management Agency
FF.....	frigate
FFG.....	guided missile frigate
FLAR.....	Forward-Looking Airborne Radar
FLIR.....	Forward-Looking Infrared sensor
FMS.....	Foreign Military Sales
FRAM.....	Fleet Rehabilitation and Modernization
GCCS.....	Global Command and Control System
GDP.....	Gross Domestic Product
GOTS.....	Government Off-The-Shelf
GPS.....	Global Positioning System
IALA.....	International Association of Lighthouse Authorities
ICC.....	Intelligence Coordination Center (U.S. Coast Guard)
IEC.....	International Electro-Technical Commission
IDS.....	Integrated Deepwater Systems
IMB.....	International Maritime Bureau
IMO.....	International Maritime Organization (United Nations)
IPO.....	International Programs Office (Department of the Navy)
IR.....	InfraRed

ITUInternational Telecommunications Union
 J5.....Director of Plans and Policies, Joint Staff
 JLENS.....Joint Land-attack cruise missile defense Elevated Netted Sensor
 JTIDS.....Joint Tactical Information Distribution System
 JV2010.....*Joint Vision 2010* publication
 LAMPS.....Light Airborne Multi-Purpose System (helicopter)
 LHD.....Landing Helicopter Dock (amphibious assault ship)
 LNG.....Liquified Natural Gas
 LORAN.....Long-Range Navigation system
 LRR.....Long-Range Rescue and Recovery
 LRS.....Long-Range Search
 MarAD.....Maritime Administration
 MDZ.....Maritime Defense Zone
 MEYMaximum Economic Yield
 MIO.....Maritime Intercept Operations
 MPS.....Maritime Prepositioning Ships
 MRR.....Medium-Range Rescue and Recovery
 MRS.....Medium-Range Search
 MSY.....Maximum Sustainable Yield
 MLE.....Maritime Law Enforcement
 mmt.....millions of metric tons
 MTSMarine Transportation System
 MTWMajor Theater War
 MV.....Motor Vessel
 N6.....Director, Space Information Warfare, Command and Control (U.S. Navy)
 NAFTA.....North Atlantic Free Trade Organization
 NATONorth Atlantic Treaty Organization
 NBC.....Nuclear, Biological, Chemical weapons
 NGFS.....Naval Gun Fire Support
 NGO.....Non-Governmental Organization
 nm.....nautical mile
 NMFS.....National Marine Fisheries Service
 OCUSCG Operational Capabilities Directorate
 OPL.....USCG Office of Law Enforcement
 ONDCP.....Office of National Drug Control Policy
 ONI.....Office of Naval Intelligence (U.S. Navy)
 OOTWOperations Other than War
 OPA.....Oil Pollution Act
 OPV.....offshore patrol vessel
 OTECOcean Thermal Energy Conversion
 PAWSSPorts and Waterways Safety Program
 PME.....Peacetime Military Engagement
 POSD.....Port Operations/Security and Defense
 PRCPeople's Republic of China
 PVOPrivate Volunteer Organization
 QDRQuadrennial Defense Review
 R&D.....Research and Development
 RVN.....Republic of Vietnam
 SAR.....Search and Rescue, also Synthetic Aperture Radar
 Semper Paratus.....Always Prepared (U.S. Coast Guard motto)
 SLAR.....Side-Looking Airborne Radar

SNO.....Statement of No Objection
SOLAS.....Safety of Life at Sea convention
SOUTHCOM.....U.S. Southern Command
SPSSystems Performance Specifications
SRR.....Short-Range Rescue and Recovery
SSC.....Smaller-Scale Contingencies
TACTASS.....Tactical Towed-Array Sonar System
TEUTwenty-foot Equivalent Units
UN.....United Nations
USAIDU.S. Agency for International Development
USC.....U.S. Code
USCG.....U.S. Coast Guard
USCGC.....U.S. Coast Guard Cutter
USMC.....U.S. Marine Corps
USN.....U.S. Navy
VTIS.....Vessel Traffic Information System
VTOL.....Vertical Take-Off or Landing (aircraft)
WAGB.....USCG icebreaker
WAGC.....USCG amphibious command ship
WMD.....Weapons of Mass Destruction (nuclear, chemical, biological)
WPG.....USCG patrol boat
WHEC.....USCG high-endurance cutter
WHO.....World Health Organization
WLB.....USCG buoy tender
WMEC.....USCG medium-endurance cutter