DEEPWATER News

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MATAGORDA PRODUCTION UPDATE AT BOLLINGER

Hull Sustainment:

Bollinger Shipyard has removed approximately 50% of bad plating from keel, bow, port and starboard sides. Additional plating will be removed after plating is reinstalled where removed. Prep work ongoing where plate was removed to dress edges to receive new plating

Stern Extension Construction:

Stern extension construction ongoing with bottom hull plating, keel plate, frame 38, stern bulkhead, bottom stringers and vertical stiffeners on jig and tack welded in place.

Pilot House Construction:

Layout and tack welding of aluminum panels for superstructure is currently ongoing. First 3 starboard panels are tack welded together.

- Quarterly Project Review Scheduled for April 30th.

CONGRESSIONAL REPORT ON ACCELERATING THE INTEGRATED DEEPWATER SYSTEM PROGRAM

Last September, Senator Olympia Snowe requested an amendment to Department of Homeland Security legislation. The Homeland Security Act requires the Secretary of Homeland Security, in consultation with the Commandant of the Coast Guard, to submit a report of Congress analyzing the costs and benefits of speeding up plans to replace the Coast Guard's aging fleet through the Deepwater program.

Tom Ridge, the Department of Homeland Security Secretary signed the *Report to Congress on the Feasibility of Accelerating the Integrated Deepwater System on* 7 March 2003. The report unequivocally states that accelerating funding for this important recapitalization program would allow the Coast Guard to deliver a more robust homeland security presence and capability sooner. Below are the six fundamental issues addressed in the report to assess the feasibility of accelerating the Deepwater Program:

- Analysis of the feasibility of accelerating the rate of procurement in the Coast Guard's Integrated Deepwater System from 20 years to 10 years.
- Estimate of additional resources required.
- Increased capabilities as a result of accelerating IDS production.
- Increases in the Coast Guard's Homeland Security readiness.
- Increases in operational efficiencies.
- Revised asset phase-in time line.

To view the complete *Report to Congress on the Feasibility of Accelerating the Integrated Deepwater System*, the Executive Summary for the report and the letter from the U.S. Senate Committee on Governmental Affairs to the U.S. Senate Committee on the Budget on the FY 2004 budget resolution dated 11 March 2003, visit http://govt-aff.senate.gov/031203presssc2.htm.

NATIONAL SECURITY CUTTER

The National Security Cutter (NSC) is a new cutter class designed from the keel up solely to perform all Coast Guard missions. This new cutter class will maximize common operations, training and maintenance while reducing design and construction cost, significantly reducing to Total Ownership Costs (TOC).

Each cutter will be outfitted with the small boat package and aviation detachment depending upon the patrol. Normally, the NSC will deploy with two small boats and two Unmanned Aerial Vehicles (UAVs).

Two Long Range Interceptors (LRI) will be carried when assigned patrol areas that typically experience relatively benign sea conditions. One LRI and one Short Range Prosecutor (SRP) will be carried when patrolling in areas that normally experience rougher sea conditions, as the SRP is envisioned to be a better "sea keeping" small boat. However, these assignments are notional – this major cutter can carry any combination of the two boats on a given patrol.

Forward deployed cutters (beyond the range of routing and frequent land-based Coast Guard manned surveillance flights) will also embark a Multi-mission Cutter Helicopter (MCH) or Vertical Recovery and Surveillance Helicopter. Additionally, NSCs can deploy with two armed helicopters. Aviation operations and maintenance personnel appropriate to the combination of aircraft embarked will deploy with the cutter.

NSC Status:

- Material task order issued March 2003
- Detail design order issued March 2003
- Critical design review planned for June 2003
- Detail design work at Avondale shipyard performed by Northrop Grumman Ship Systems
- Construction to start summer 2004
- Estimated delivery of first NSC to the fleet in 2006