



Acquisition Directorate

Offshore Patrol Cutter (OPC) Brief to ASNE

Offshore Patrol Cutter (OPC) Project

CG-9322 | CAPT Brad Fabling | FEB2010



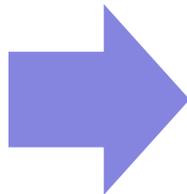
Note on Coast Guard Remarks

The remarks today of Coast Guard officials involved in the OPC project are not a guarantee of the Coast Guard's course of action in proceeding with the OPC procurement. The information we share today represents current Coast Guard OPC project status and will change based on internal and external circumstances. The formal solicitation, when and if issued, is the only document that should be relied upon in determining the Coast Guard's official requirements.

US Coast Guard's deepwater fleet

Current fleet

- Patrol Boats (PBs)
- Medium Endurance Cutters (MECs)
- High Endurance Cutters (HECs)



Future fleet

- Sentinel Class - Fast Response Cutters (FRCs)
- Offshore Patrol Cutters (OPCs)
- National Security Cutters (NSCs)

OPC to replace the in service MECs, currently composed of:

- 13 Famous Class, 270-foot (82.3 m), built in 1980's
- 16 Reliance Class, 210-foot (64 m), built in 1960's
- 2 single vessels built in 1944 and 1968

Challenges of in-service fleet

- vessels are reaching or past their service life
- capabilities inadequate for current Coast Guard missions

Future Fleet Capabilities

Sentinel (FRC)

Vessels: 58 (estimated)

Inshore (0 to 50 miles)

Crew #: 22

Endurance: 5 -7 days

Sea State: 4

Surface combat ready

No flight deck

Limited C4



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NSC

Vessel: 8 (estimated)

World wide deployments

Crew #: 148

Endurance: 60 days

Sea State: 5

Full naval combat ready

Flight deck (H-60 & UAVs)

NATO C4 Interoperable

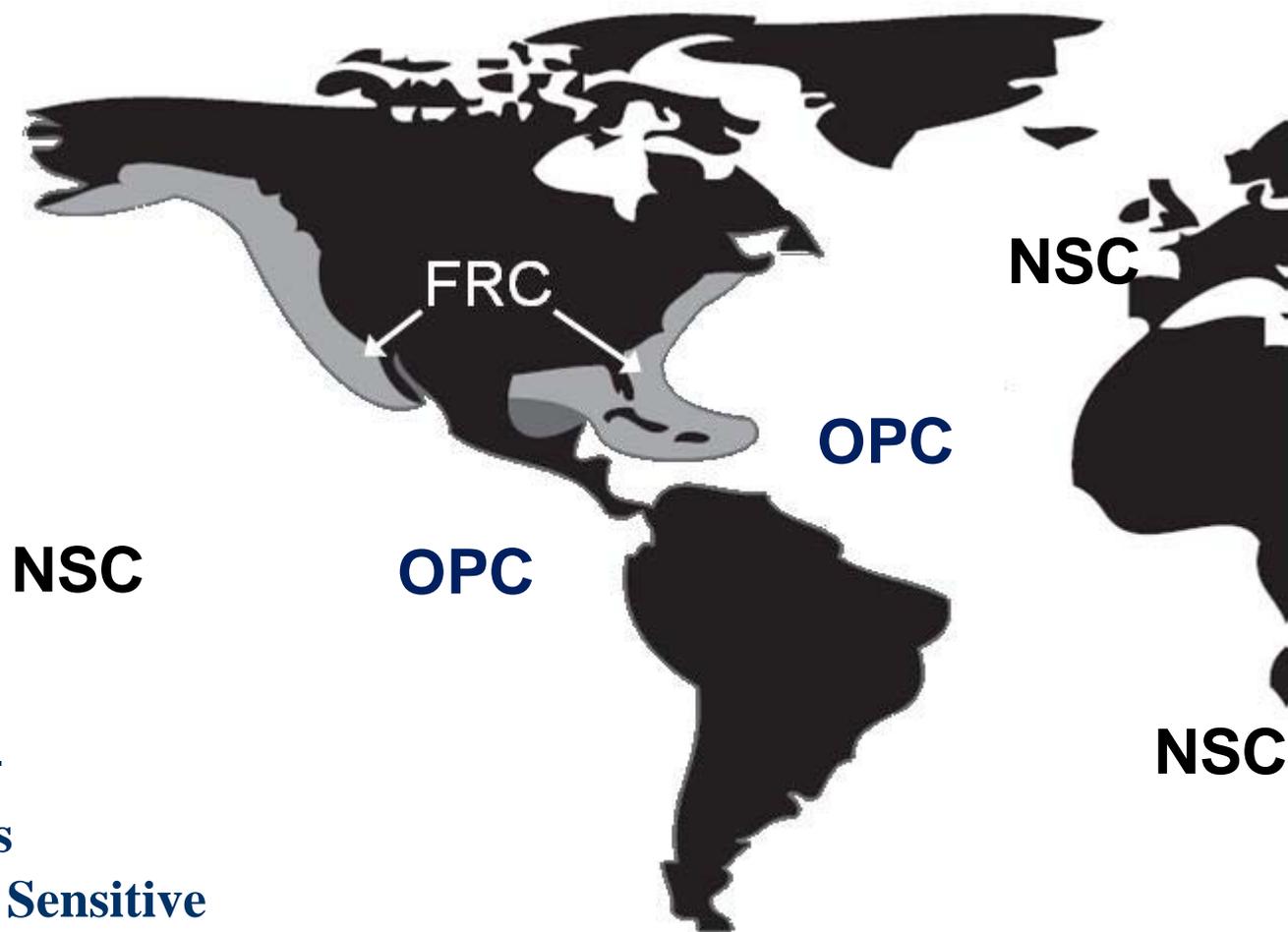
Missions

The OPC will be required to perform the following missions:

- **Ports, Waterways, and Coastal Security (PWCS)**
- **Search and Rescue (SAR)**
- **Drug Interdiction (DRUG)**
- **Migrant Interdiction (AMIO)**
- **Living Marine Resource (LMR)**
- **Other Law Enforcement (OLE)**
- **Defense Readiness (DR) – limited**

Through its unique set of law enforcement and military capabilities, the OPC will encompass both the Coast Guard's law enforcement/homeland security mission priorities and the Navy's military defense mission priorities

Area of Operations



Environment –

- Weather & Seas
- Environmental Sensitive
- High traffic zones
- Low combat threat

The Mythical Phoenix



OPC Capabilities Challenges

US Coast Guard's unique missions drive the OPC to upper end of the international Offshore Patrol Vessels standards

Operational Discriminators include:

Multi-mission without re-configuration or supply

2 or more simultaneous missions

Several missions demand OPC operate in all types of weather conditions

Annual operating profile of high number of cycles of operating in harsh conditions

In terms of engineering robustness, the needs of the modern USCG Cutter can be considered similar to a small navy combatant, but for different reasons:

“Plus” aspects – increased range, seakeeping for Boat and Aviation operations, fatigue life, crewing numbers

“Minus” aspect – no need for shock, air defense, operations in Chemical, Biological, & Radiation (CBR) environment

Environmental Sustainability a top priority for OPC

Operational View (OV-1)



Notional High-level Mission Requirements

Aviation – operate with CG/USN H-60, CG H-65 and UAVs

Small Boats – Utilized multiple small boats for rescue and law enforcement operations

Towing -- up to equivalent tonnage

Rescue -- bring multiple individuals aboard directly from the water

-- bring individuals aboard that are injured or unable to move on their own.

Sea Keeping -- Full operationally through SS5 (i.e. Aviation and Small Boat)

-- Limited operations through SS7 and survive through SS8

Maneuverability – at slower speeds and in smaller ports

Endurance – 8500 NM/9500 NM at 14KTS sustained

-- 14 days between refueling & FAS capable

Speed – 25 KTS/22 KTS

DAFHP / Service Life for 30 years – capable of 185 days (230 days surge)/40 years to fatigue

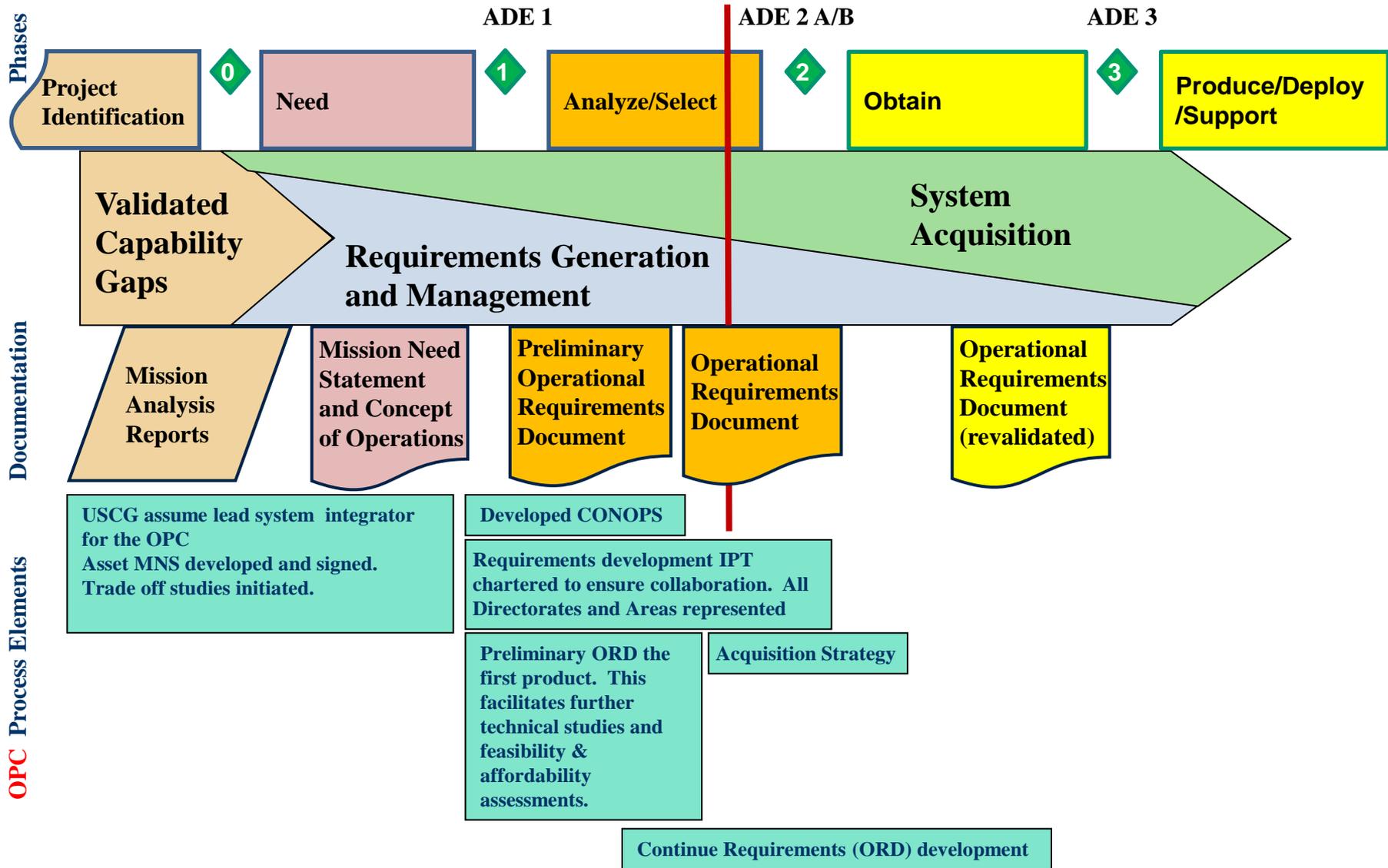
Accommodations – 104/90 racks & support mix gender crews w/6 persons/space or less

Combat System – limited air defense, full surface combat, & anti-terrorism ready

****Classed to ABS NVR**

***Note: Requirements are not yet final and may be subject to change**

OPC Acquisition Process – Event Driven



Stages & Milestones

Currently – Requirements development stage

Examining ship capabilities to meet the mission requirements

Completing market research and technical readiness levels of systems

Technical feasibility of all the requirements into one balance ship system

Affordability – production and lifecycle

Acquisition Strategy – RFP for three shipbuilders for Preliminary & Contract Design with a second RFP for Detailed Design and Production

Future –

A USCG team developing a contract specification

Estimated release for contract bid within next 1-2 years

Planning delivery of first ship in 2019

Estimated class size of 25 hulls

**** The requirements document is near approval****

Industry Engagement Activities Anticipated

- **Post Acquisition Strategy and ORD one-on-one meetings**
- **Industry day**
- **Draft RFP Release**
- **Pre-Solicitation Notice and Conference**
- **After RFP Release**

Summary

- **US Coast Guard is moving forward on OPC ship acquisition project**
- **The OPC will make up the majority of hulls in the future deepwater fleet and will fill the capability gap between the FRC and NSC**
- **The OPC is a multi-mission system of material and people able to conduct missions ranging from search & rescue and law enforcement to low-threat combat environment**
- **The envisioned OPC is on the higher end of the range of international offshore patrol vessels operating in all environments of the western hemisphere**
- **The Coast Guard plans to continue with Industry Engagement events to encourage innovation and ensure producibility**

Questions
