



Acquisition Directorate



Response Boat-Medium (RB-M)

September 2008



Mission execution begins *here.*

"The Response Boat-Medium will greatly improve Coast Guard readiness and responsiveness throughout the country. With this faster and more capable platform, we are putting the right tool for the job in the hands of our people as they conduct a broad range of vital Coast Guard missions, including homeland security, search and rescue, and law enforcement. . ."

Admiral Thad W. Allen Commandant, U.S. Coast Guard

Overview

The Coast Guard Response Boat-Medium (RB-M) acquisition is the third initiative in the Response Boats 2010 strategic vision and transition plan, aimed at standardizing and revitalizing the Coast Guard's shore based response fleet. The RB-M will re-capitalize capabilities of the existing multimission 41' Utility Boats (UTB) and multiple nonstandard boats to meet the needs of the Coast Guard Office of Boat Forces. On June 21, 2006, the Coast Guard awarded the RB-M contract to Marinette Marine Corp. (MMC) who is partnered with Kvichak Marine Industries (KMI). Construction began in July 2007 at KMI in Kent, Washington.

The fiscal year 2008 Consolidated Appropriations Act supported the placement of sufficient RB-M orders to support opening a 2nd production facility in Green Bay, Wisconsin. With 30 RB-Ms on order, MMC is delivering approximately one RB-M per month, while building production capacity to deliver 30 RB-Ms per year as early as FY 2010.

The first RB-M was delivered to Station Little Creek VA, in April 2008, a second RB-M was delivered to Cape Disappointment, WA, in August, and the third to station Key West FL, in September. Over the next seven years an additional 177 boats are planned for delivery for a total fleet of 180 RB-Ms.



Honor Boat Crews, Embrace Technology, Deliver Value

The Project has focused on incorporating the input of the operational commanders in developing a more capable platform. Capabilities needed for HLS missions significantly influenced the design. The significantly increased speed improves response time for all missions while the “Human Systems Engineering” approach will decrease fatigue on extended searches or Port, Waterways, and Coastal security (PWCS) patrols. Technological advances and design features improve search object tracking, water recovery efforts, crew comfort, and maneuvering/intercept capabilities. With state of the market integrated navigation and radiotelephony systems, command and control has been greatly enhanced, as well as crew safety.

The “Human Systems Engineering” approach to the design promotes a user-friendly crew/vessel interface. Comfort, accessibility, and intuitive controls collectively contribute to enhanced crew efficiency and improved mission performance.

Current Project Schedule

- 1st Low Rate Initial Production Boat Delivered: - 2nd Q FY 2008
- Operational Test & Evaluation Complete: - FY 2010
- Initial Operational Capability: - FY 2010
- Full Operational Capability: - FY 2015

Characteristics

- Length, Overall: 44 ft 10 ½ in
- Beam, Overall: 14 ft 7 ¾ in
- Draft, Full Load: 3 ft 4 in
- Displacement: 36,500 lbs
- Speed: 42.5 kts
- Range: 250 NM @ 30 kts
- Towing: 100 Tons
- Mission Limits: 8 ft seas/30 kt winds
- Survivability limits: 12 ft seas, 50 knot winds

RB-M Features

- Deep Vee Double Chine Hull Form
- All Aluminum Construction
- Twin Diesel Engines w/ Waterjet Propulsion
- Prominent Fendering
- Self-Righting Stability (intact)
- Port, Starboard, and Aft Recovery Platforms
- Fore and Aft Weapons Mounts
- Pilothouse w/ shock mitigating seats for 4 crew
- Survivor’s compartment for 5