



INTEGRATED COAST GUARD SYSTEMS

# DEEPWATER



Vol. 1 • Issue 2

# DEEPWATER DELIVERS!

## First 123-Foot Cutter Complete For U.S. Coast Guard

Integrated Coast Guard Systems partnership delivered the United States Coast Guard Cutter *Matagorda* (WPB 1303) to the Coast Guard during a March 5 ceremony at Bollinger Shipyards' Lockport, LA, facility.

Dr. Philip A. Dur, president of Northrop Grumman's Ship Systems sector and chairman of Integrated Coast Guard Systems; Fred P. Moosally, president, Lockheed Martin Maritime Systems & Sensors and vice chairman of Integrated Coast Guard Systems; and Donald "Boysie" Bollinger, chairman of the board and president of Bollinger Shipyards were guest speakers at the event. U.S. Coast Guard Commandant, Adm. Thomas H. Collins, delivered the keynote address.

"The *Matagorda* and the recapitalized assets of the Deepwater Program will be central to the success of the Coast Guard of today and the future as we proudly live our mission of safeguarding sovereignty, security and safety of our nation," said Collins.

"Integrated Coast Guard Systems has a real opportunity to participate in this transformation by equipping Coast Guard men and women with state-of-the-art technology that will provide the Coast Guard with the best advantages available in the interception and engagement of threats to our security away from our own shores," said Dur. "Integrated Coast Guard Systems pledges continued progress, performance, and our accountability to you who are still on watch."

The *Matagorda* is a 123-foot Island Class Patrol Boat, the first of 49 Island Class 110-foot patrol boats to be refurbished in the \$17 billion Coast Guard modernization program, known as Deepwater. The *Matagorda's* operational capabilities were upgraded as part of a 15-year service-life extension program. A new, 11-ton, 13-foot stern ramp and larger pilot house were fitted, about 900 square feet of the hull plating was replaced, berthing



Photo: Northrop Grumman Ron Elias

*USCGC MATAGORDA during builders' trials.*

space was relocated for improved habitability, new propellers and larger rudders were installed, and a new mast was fabricated and installed. Additionally, a modern and robust Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) system was installed.

"I'm proud of the Integrated Coast Guard Systems team," said Moosally. "Its accomplishments are nothing short of a re-invention of the Coast Guard's major vessels, aircraft, command and control systems, and logistics support systems. The end result of this journey will be a modernized fleet and an interconnected Coast Guard that will be the envy of the world."

# DEEPWATER SYSTEM PROGRAM ENVISIONS BUSY YEAR



Models: Northrop Grumman

*DETAILED DESIGNS – The design work required to start fabrication for the Coast Guard’s first new National Security Cutter (NSC) is progressing rapidly. Designs for new OPC and FRC for Coast Guard’s Deepwater program are expected to commence this year.*

The tier 1 Northrop Grumman Ship Systems (NGSS) Deepwater program is embarking on a busy year with scheduled design work completion for the National Security Cutter (NSC) and starting the design effort with two new classes of cutters. Additionally, more cutters will be refurbished, and construction of a new cutter class in Pascagoula, MS, will start this summer.

Headquartered at Avondale Operations, LA, the Deepwater program has picked up tempo, following authorization by the Coast Guard in December 2003.

As directed by the U.S. Coast Guard, the Deepwater program will complete the detail design of the NSC, purchase critical long-lead construction material for the NSC, and commence the design of the Offshore Patrol Cutter (OPC) and Fast Response Cutter (FRC).

“We’re off to a great start due to the superior job our Engineering team has done with the NSC design,” explained Deepwater Program Vice President and Program Manager Jamie Anton. “The acceleration of the OPC and FRC is great timing and allows us to maximize synergies from our NSC design team as they roll into design work on the next cutters.”

Current plans are to construct the first NSC at the Pascagoula facility, with start fab to commence this summer.

## Mr. James E. (Jamie) Anton, Executive Vice President of ICGS

Jamie joined the ICGS management team in April of 2003, as second in command of the ICGS enterprise. Jamie’s home organization is Northrop Grumman Ship Systems (NGSS), where he is also a Vice President. Jamie brings more than 25 years’ experience with NGSS, where he served in various program management assignments. Prior to joining Deepwater, Jamie’s most recent assignment was as the Deputy Program Manager for DD(X). While in charge of that program, he developed the management model, metrics, and tool set used at the inception of the DD(X) program. He directed the implementation of processes to start up, execute, and manage the spectrum of dozens of companies geographically dispersed. Prior to DD(X), Jamie was Chief Test Engineer for test and evaluation of systems and sub-systems on nuclear submarines. He was Lead Production Planner on the 963 class ships and Project Coordinator on the CG47 class ships. He holds a BS in Business Administration and an MBA from the University of Southern Mississippi, as well as a Master’s degree in Information and Computer Science Technology from the University of South Alabama.



Photo: Northrop Grumman Ricky Kellum

*Jamie Anton and Rear Adm. Patrick Stillman receive briefing on progress of the 123-foot cutter upgrades by Bill Dicken at Bollinger Shipyards.*





*Shaking hands after signing the MPA contract between EADS CASA and Lockheed Martin are, from left to right, Francisco Fernandez Sainz, President, EADS CASA (Spain); Federico Trillo-Figueroa, Minister of Defense, Spain; Rear Admiral Patrick Stillman, USCG; Fred Moosally, President of LM-MS2; and Dale Bennett, VP of LM-MS2*

# Deepwater Takes Flight

Lockheed Martin last week signed a contract with Spanish aircraft builder, EADS CASA, to provide two CN-235 maritime patrol aircraft for the Coast Guard's Deepwater program.

Maritime Systems & Sensors President Fred Moosally and Coast Guard Systems Vice President Dale Bennett represented Lockheed Martin at a signing ceremony in Madrid. Rear Adm. Patrick Stillman, program executive officer for the Coast Guard Integrated Deepwater System, and Spain's Minister of Defense Federico Trillo-Figueroa also participated in the ceremony.

The CN-235 will support the U.S. Coast Guard's maritime patrol mission by replacing older and less capable aircraft. With a 2,000-nautical-mile range and 10-hour flight endurance, the CN-235 is capable of surveillance, search, rescue and transport duties. The CN-235 was selected after a comprehensive review of the global aircraft market, based on specific U.S. Coast Guard operational effectiveness and total ownership cost requirements.

The contract includes development, manufacture and testing of two CN-235 aircraft, with a \$4.15 million option for spares and integrated lifetime support, and an option for six additional aircraft. Final mission integration will be completed in the U.S.



EADS CASA

# Deepwater Program Management Plan Implemented

– A watershed event for Public/Private Partnerships –

In December last year, Integrated Coast Guard Systems LLC (ICGS) announced that it has implemented the Deepwater Program Management Plan, Revision 2.0 (PMP 2.0) from the Coast Guard. This agreement represented the first such arrangement in the history of Coast Guard acquisition in that it establishes a framework to combine the management and processes of two distinct organizations, the ICGS joint venture and the U.S. Coast Guard, who have partnered to manage and execute the complex multi-year Integrated Deepwater System Program. PMP 2.0 was signed by Coast Guard Chief of Staff, Vice Admiral Thad Allen, prior to its adoption.

"This is a unique and very important event. This agreement outlines both Coast Guard and ICGS roles, in the joint performance of the program. We are documenting the partnership of government and industry, providing a roadmap for the long-term success of this vital and far-reaching program," said Deputy Program Executive Officer Greg Giddens. "I applaud this accomplishment as our ongoing commitment to the valuable work that is being done for the Coast Guard and the Nation."

"We are very pleased to count this agreement as one of the many achievements to date of the Deepwater Program. This milestone marks the culmination of efforts to complete forging the partnership between the Coast Guard and ICGS, of bringing the goals and outcomes of two excellent organizations into alignment as one," said ICGS President, Gerry Moorman.

PMP 2.0 provides a management framework and organizational structure required to execute Phase 2 (first award term) of the Deepwater Program.

## About Integrated Deepwater System

IDS is a critical multi-year, multi-billion dollar program to modernize and replace the Coast Guard's aging ships and aircraft, and improve command and control and logistics systems. It is the largest recapitalization effort in the history of the Coast Guard. When complete, the interoperable IDS system will include three classes of new cutters and their associated small boats, a new fixed-wing manned aircraft fleet, a combination of new and upgraded helicopters, and both cutter-based and land-based unmanned air vehicles (UAVs). All of these highly capable assets are linked with Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, and are supported by a new and far-reaching integrated logistics system.

## About Integrated Coast Guard Systems

ICGS is a joint venture of Lockheed Martin (NYSE: LMT) and Northrop Grumman (NYSE: NOC). ICGS was awarded the Deepwater contract in June, 2002. Headquartered in Rosslyn, VA, core leadership teams are located in Virginia, Louisiana, Mississippi, New Jersey, and Washington, DC.

# U.S. COAST GUARD Announces NASCAR Sponsorship

The United States Coast Guard announced that it has finalized its partnership with Labonte Motorsports and driver Justin Labonte for a 15-race schedule in the 2004 NASCAR Busch Series. Justin's father, two-time Nextel Series champion, Terry Labonte, and his uncle, Bobby Labonte, winner of the 2000 Nextel championship and 1991 NASCAR Busch Series championship, will participate in the program which is aimed at enhancing the Coast Guard's recruiting and outreach missions.

Justin, 22, recently won the 2003 Late Model Stock Championship at Caraway Speedway in Asheboro, NC, duplicating the feat accomplished by Bobby Labonte in 1987. Justin posted impressive statistics in his title run with 7 wins in 24 starts, to go along with 19 top-five and 21 top-ten finishes.

"This partnership offers a unique opportunity to showcase the Coast Guard and tell our story to an unprecedented audience of potential recruits and those that influence them," said Admiral Thomas Collins, commandant of the Coast Guard. "We are delighted to welcome the Labontes to our Coast Guard Family."



The 2004 Team Coast Guard Racing/Labonte Motorsports #44 Dodge will be powered by the Labonte Motorsports in-house motor development group, Labonte Racing Engines, Inc., headed by Freddie Turza. Bryant Frazier will be the team's crew chief. He was the crew chief for Steve Grissom during his Busch Series championship season in 1993 and later served as crew chief for Bobby Labonte in several of his Busch Series victories.

---

# Midwest Mill Rolls Out Steel For First Deepwater Cutter Class



Photo: Northrop Grumman Steve Blount

Located in Burns Harbor, not far from the steel town of Gary, Indiana, the International Steel Group is producing 1,800 tons of special steel plates for use in the construction of the first-ever National Security Cutter (NSC) for the United States Coast Guard. Soon to be the newest cutter in the Coast Guard's fleet, the NSC will measure 421 feet in length.

The steel plates being manufactured at the International Steel Group's mill are no ordinary steel plates. To control the weight of the NSC, the plates have been ordered to controlled rolled tolerances that are less than a human-hair's difference from a perfect 3/16" thickness.

In normal steel plate production, the rolled plates contain a crown in the middle of the plate, which results from the bending and wear of the rollers. That crown is greater than the nominal thickness ordered and is commonly referred to as mill tolerance. In the past, these mill tolerances have been recorded as high as six percent, which could represent an additional 50 long tons, or 112,500 pounds, to a vessel the size of the NSC.

International Steel Group has been working to develop new procedures to minimize the amount of mill tolerance, trying to approach zero-percent mill tolerance.

Because the NSC is a weight-critical ship, these zero tolerance plates will assure the Coast Guard a finished product that meets or exceeds weight projections. Through a comprehensive plate inspection process, which is part of the controlled rolled tolerance process, isotope readings are taken after each pass the steel plate makes on the rollers. This is done to re-calculate the amount of pressure that is applied to the plate for the next pass through the rollers.

During plate production, inspectors measure and weigh each plate at the mill prior to shipment. This step provides immediate feedback to the mill so workers there can adjust their controls and prevent over- or under-gauge plates from being shipped.

"We're off to a great start due to the superior job our Material and Engineering team has done in preparing for the steel plates that are now being produced," explained ICGS Executive Vice President Jamie Anton. "The plate production for the NSC is going very well, and allows us to take the next steps toward pre-fabrication of the NSC. We are also maximizing synergies from our NSC design team as they role into design work on the next series of cutters."

The ship is being designed by Northrop Grumman Ship Systems (NGSS), the partner responsible for surface asset development under Integrated Coast Guard Systems (ICGS). ICGS is a joint venture of Northrop Grumman and Lockheed Martin. In June 2002, the U.S. Coast Guard awarded the Deepwater contract to ICGS.

The NSC design team is more than 50 percent finished with the design, and the first ship is scheduled for pre-fabrication start-up in July at Ingalls Operations in Pascagoula, MS. The NSC steel plates will be sandblasted and primed before being transported to Pascagoula for the start of NSC pre-fabrication.

---

## Team Deepwater Website Is Launched

Integrated Coast Guard Systems LLC (ICGS) announces the launch of a newly renovated website, containing more Integrated Deepwater System Program information, timely news releases, a calendar of events and greater access to online registration for potential Deepwater industry suppliers. The site contains information about the Deepwater Program, the ICGS organization and its Deepwater solution being developed for the U.S. Coast Guard.

"After detailed review and development, we are very proud to be able to roll out a comprehensive new web destination as your 'go-to' site for the Deepwater Program's news and industry achievement," said Margaret Mitchell-Jones, ICGS Communications Director. "Working with the Coast Guard, we created an online resource for existing and future Deepwater suppliers, the media, other government agencies, and anyone interested in knowing more about this exciting and far-reaching public/private partnership. We hope it will become a widely used resource for public information about Deepwater and the capabilities this program will provide to the U.S. Coast Guard for years to come."

Check out the new website at [www.TEAMDEEPWATER.com](http://www.TEAMDEEPWATER.com).

---

For more information, or to submit articles, photographs, etc., please contact the **Editor: Margaret Mitchell-Jones**, [margaret.mitchelljones@dwicgs.com](mailto:margaret.mitchelljones@dwicgs.com)



An aerial photograph of a coastal town. The foreground shows a sandy beach and a rocky cliffside meeting the ocean. A road runs along the cliff edge. The middle ground is filled with residential houses and buildings. In the background, a city skyline is visible across a body of water under a clear blue sky.

**219,248,698 PEOPLE IN HARM'S WAY.**

**Without the U.S. Coast Guard.** 75% of the U.S. population lives within 100 miles of the coast. And all of those people – 219,248,698 men, women and children – are open targets if we were under attack. The U.S. Coast Guard plays a key role in protecting America. Through a layered defense strategy, the Coast Guard detects and deters threats far offshore. Before they pose a danger to us. With expanded command and control capability and new, more capable ships and aircraft, the Coast Guard is a vital member of our nation's first responders network. The Deepwater program will provide the Coast Guard with the tools they need to better surveil, detect, classify, identify and prosecute any threat. Keeping our coasts clear. And our nation safe.

INTEGRATED COAST GUARD SYSTEMS

**DEEPWATER**

LOCKHEED MARTIN

NOORTHROP GRUMMAN