



Our vision: By focusing on **People** working collaboratively in full **Partnership**, we will achieve **Performance** for “Keeping the U.S. Coast Guard the world’s best ...properly equipped and fully prepared to meet every maritime challenge of the 21st Century.”

The National Fleet Policy: A Guiding Star for Deepwater

During remarks at the Surface Navy Association’s annual symposium on January 14, CAPT Richard R. Kelly described Navy-Coast Guard interoperability as “one of the guiding stars” for his responsibilities as the sponsor’s representative to the Integrated Deepwater System at Coast Guard Headquarters.

“We need to design a new fleet that operates together and supports one another,” he said.

Each sea service has agreed to renewed levels of more active cooperation and coordination. A *National Fleet Policy Statement*, first signed in 1998 and updated most recently in 2002, commits each service to work together “... to build a National Fleet of multimission surface combatants, major cutters, patrol boats, and aircraft to maximize our effectiveness across all naval and maritime missions.”

As Commandant ADM Thomas H. Collins said recently, “Partnership with the Navy and the Department of Defense allows an effective two-way flow of capability to meet both expeditionary and domestic security imperatives—all in the national interest.”

The *National Fleet* agreement commits the Coast Guard and Navy to “shared purpose and common effort.” It seeks to ensure that all National Fleet assets provide non-redundant and complementary capabilities in all mission areas.

The Coast Guard’s contribution to the National Fleet includes its statutory authorities

(including law enforcement), multimission cutters, boats, aircraft, and C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance) systems designed for the full spectrum of Coast Guard missions. The Deepwater program, with new cutters and associated small boats, manned and unmanned aircraft, and systems for C4ISR and integrated logistics support, provides the means for the Coast Guard to execute its commitment to the National Fleet during the years ahead.

“Through this program,” Kelly said, “we need to implement the *National Fleet Policy Statement*. There is more than enough business out there—in terms of threats and demands on our maritime interests—for the Navy and the Coast Guard together.”

Deepwater’s acquisition program is linked to the Navy through a 2002 memorandum of understanding (MOU) between the IDS Program Executive Officer and his Navy counterpart, the Program Executive Officer for ships. The MOU commits each program office to “... specify common technologies, systems, and processes” critical to both the Navy’s Littoral Combat Ship and Deepwater’s cutters and other platforms.

Kelly described a number of Deepwater and Coast Guard initiatives now in motion to support the National Fleet’s



CAPT Richard R. Kelly, Deepwater Sponsors’ Representative, addressed the Surface Navy Association’s annual meeting on January 14 as a member of a “future ships” panel.

policy objectives. Changes have been proposed to the design of the National Security Cutter, for example, to satisfy selected Navy requirements for Naval Operational Capabilities and to improve interoperability with the Navy as well as the Department of Homeland Security (DHS). Similar requirements reviews are being conducted for Deepwater’s Fast Response and Offshore Patrol Cutters. Both the Commandant of the Coast Guard and the Chief of Naval Operations also have directed that the principles of human systems integration be incorporated into the design of new ships and aircraft.

In the post-9/11 era, Kelly said it also was important to review Deepwater’s requirements to ensure they were consistent with the Department of Homeland

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“The Navy and Coast Guard will coordinate resource planning, information systems integration, and research and development, as well as expand joint concepts of operations, logistics, training, exercises, and deployments.”

~ National Fleet Policy Statement



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Security’s goals and objectives. “The more we looked at post-9/11,” Kelly said, “the more we realized that what we were doing to support the National Fleet policy also supported our efforts to satisfy homeland security operational capabilities and requirements.”

These reviews, as well as continued fleet inputs and the results of a Deepwater “performance-gap analysis” that projects into the future, will be incorporated in a proposed revision to the Deepwater Mission Needs Statement. The Coast Guard’s Vice Commandant and the Department of Homeland Security Joint

Requirements Council must approve the revised statement. Kelly’s goal is to submit the revision by the mid-March timeframe.

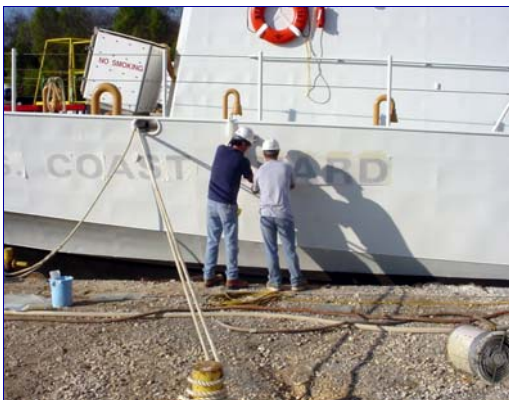
Kelly described past Navy support and cooperation as “phenomenal.” Looking to the future, that relationship needs to be maintained. “We need to keep the strong relationship we have,” he said, “to make sure we are continuing to design and evolve the Deepwater system to provide the right level of interoperability and capability between the Navy and the Coast Guard.”



Coast Guard Commandant Adm. Thomas H. Collins (left) and Chief of Naval Operations Adm. Vern Clark signed an updated joint policy statement for the National Fleet in July 2002. The agreement stipulates that the two sea services will maximize the effectiveness of Coast Guard and Navy forces across their maritime and naval missions.

~ Picture courtesy of U.S Navy

~ By Gordon I. Peterson



Workers at Bollinger Shipyard, Lockport, La., apply the Coast Guard markings to the USCGC MATAGORDA. The MATAGORDA, the first 110-foot Island-class cutter to undergo Deepwater conversion to a 123-foot Patrol Boat, is scheduled for delivery during the 2nd quarter of 2004.

ON THIS DAY IN COAST GUARD HISTORY

January 22, 1987, the Coast Guard established a new aviation facility, named the Air Interdiction Facility at Norfolk Naval Air Station. The aircrews flew Navy E-2C Hawkeye aircraft on narcotics interdiction patrols. On an average day, the Coast Guard seizes \$9.6 million worth of illegal drugs.