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News



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Deepwater Upgrades Contribute to Drug Seizures

The crews aboard the Coast Guard Cutters *Gallatin*, *Rush*, and *Thetis* collectively seized more than 33,949 pounds of cocaine during recent law enforcement deployments.

According to the commands, communication upgrades installed on legacy cutters as part of the Integrated Deepwater System played a major contributing role in the success of Coast Guard operations involving multiple cutters, federal agencies, and foreign countries.

The Deepwater program's command, control, communications, computers, intelligence, surveillance, and reconnaissance capabilities, known as C4ISR, newly installed aboard the cutters provides improved interoperability and allows their crews to maintain higher levels of maritime domain awareness.

The Deepwater C4ISR upgrade included provisions for first time ever access to classified Local Area Network and Secure Internet Protocol Router Network (SIPRNET), which affords the crew access to real-time intelligence information during current operations, access to Department of Defense satellite, as well as increased speed of transmission, through compressed bandwidth capability.

"We were able to communicate in the live operations chat room with our operational commander and other entities that we were working with," said Capt. Michael Parks, commanding offi-



Firemen Rees Evans, PO3 Clayton Williams and PO2 Gavino Ortiz transport suspected drug smugglers from their high-speed boat laden with cocaine to the CGC *Gallatin* after an October 2004 drug bust. USCG/PA2 Donnie Brzuska

cer of the *Gallatin*.

"Now everyone is pre-briefed up the chain of command" in minutes as opposed to sometimes hours.

The success of the drug interdictions was not without incident.

Despite recent Deepwater communication enhancements, the overall condition of the Coast Guard's legacy fleet continues to deteriorate. On the same patrols that netted drug seizures, one cutter experienced an engine failure and another encountered other propulsion difficulties.

However, the new enhancements are also ideal for improving the quality of work and safety of our crews aboard the larger cutters.

According to a recent patrol summary from the Commanding Officer of Coast Guard

Cutter *Dependable*, Cdr. Michael Christian, "this was our first deployment with SIPRNET.

"We were impressed with the array of possibilities presented by SIPRNET capability.

"*Dependable* was able to retrieve port call threat assessments and daily intelligence feeders from SIPRNET web-sites.

"As a result, we were better able to stay abreast with the latest intelligence and force protection condition info."

The Deepwater program, in conjunction with its partner in industry, Integrated Coast Guard Systems, completed C4ISR upgrades at both Coast Guard Communication Area Master Stations Atlantic and Pacific, aboard nine of 12 378-foot cutters, all 270-foot cutters, and the first of 14 210-foot cutters.

by PAC Jeff Murphy

Deepwater Program: A "Transformational Centerpiece"

In the view of Commandant Adm. Thomas H. Collins, there is an inextricable linkage between the future of the Coast Guard and the Deepwater Program's progressive modernization and recapitalization of aging cutters and aircraft.

"Deepwater is our transformational center piece," he told an audience at the National Defense University in Washington, D.C., on Dec. 1.

"Key to the Coast Guard's current and future readiness—and our ability to provide necessary levels of homeland security and defense—is obtaining the right *capabilities* and the right *capacity* as we grow, modernize, and realign our force.

The Integrated Deepwater System is doing this *now* for many of our aging legacy assets," he said. "Deepwater will deliver the increased capacity *tomorrow* that allows us to become as much a

'presence' organization as we are a response organization."

The central premise underlying the Coast Guard's *Strategy for Maritime Homeland Security* is consistent with the Coast Guard's Title 10 national defense responsibilities for homeland defense: The Coast Guard simply cannot afford just to respond to emergencies; it must *prevent* them.

"Ongoing modernization and recapitalization programs are critical in this regard," Collins said, "because they will deliver the platforms and systems needed to close the well-documented capability gaps found in today's Coast Guard."

Deepwater's three classes of new cutters and associated small boats, manned and unmanned aircraft, robust C4ISR, and integrated logistics are considered absolutely fundamental to the

Coast Guard's ability to meet its pre-9/11 missions while dramatically increasing its ability to meet expanding homeland security and homeland defense requirements.

Collins explained that the Coast Guard is the one military and law-enforcement agency that straddles the seam between these twin mission areas, and this linkage is often under-appreciated. "It is at the confluence of Coast Guard authorities, law-enforcement competencies, inter-agency experience, and military functionality where threats can be identified and dealt with," he said.

"Improved Deepwater platforms and systems will serve as the Coast Guard's means for satisfying our responsibilities to *both* the Department of Homeland Security and the Department of Defense."

By Gordon I. Peterson

HH-65 Re-Engining Status Update



The determination that the Coast Guard's HH-65 helicopters are experiencing power losses at an unacceptable rate has mandated that the re-engining of the HH-65 fleet must be completed as soon as possible, in order to remove operational limitations on the fleet and mitigate risks to Coast Guard aircrews and the maritime public who rely on the aircraft for search and rescue, fisheries patrols, maritime security, and other Coast Guard missions.

The Department of Homeland Security Appropriations Act for Fiscal Year 2005 directs the Coast Guard to re-engine all operational HH-65s in 24 months, but accelerating the HH-65 re-engining project is also dependent upon the availability of funding, conversion kits, engines, and suitable production facilities.

The first re-engined HH-65 was delivered to the Coast Guard on Oct. 7. A second is nearing completion and an additional 4 more are in production at the Coast Guard's Aircraft Repair and Supply Center (ARSC) in Elizabeth City, N.C., which is currently the only certified HH-65 re-engining facility. The feasibility of a second line has been under study and on Dec. 15, the Coast Guard transferred an HH-65 to the American Eurocopter Facility (AEC) in Columbus, Miss for re-engining. Upon completion of this test case, Integrated Coast Guard Systems (ICGS), and the Coast Guard will be able to determine whether the new facility is suitable to serve as the site for a second re-engining production line. —PAC Jeff Murphy

Retired Leadership Talk Deepwater During HQ Visit



On Dec. 8, the Integrated Deepwater System Program hosted local retired Coast Guard Senior Executive Service and flag officers for a luncheon and brief on the status of the Deepwater Program and related Coast Guard initiatives. The 20 former Coast Guard leaders were greeted by Adm. Thomas H.

Collins, Commandant of the Coast Guard, who introduced the presentation/roundtable format and fielded questions from those in attendance. Following updates on Coast Guard operations and ongoing Coast Guard and DHS initiatives, Rear Adm. Patrick Stillman, Deepwater Program Executive Officer, presented a

comprehensive Deepwater Program update and, alongside Dale Bennett, President of Integrated Coast Guard Systems (ICGS), and James Anton, ICGS Executive Vice-President, took questions from attendees on the status of the Deepwater Program.

Photo by PO Barry Lane



Shown here at Deepwater's Systems Integrated Program Office (SIPO) with a portion of the 2005 donations are Rear Adm. Patrick Stillman, Deepwater PEO; Elaine Seavey, an ICGS volunteer who helped coordinate the drive at the SIPO; and Gregory Giddens, Deepwater's deputy PEO. ICGS Photo

During the recent holiday toy drive for Project Northstar, Deepwater Program Office and ICGS staff donated more than 400 gifts for homeless children participating in the Washington, D.C.-based tutoring program.

Together with other donations, these new toys and gifts were delivered to nearly 250 homeless youths at Northstar's annual holiday party on Dec. 20.

"This was a wonderful holiday accomplishment, and I am immensely proud of all those who contributed to the success of this voluntary effort," said Rear Adm. Patrick Stillman, Deepwater Program Executive Officer.

"Our 2004 results nearly doubled the number of gifts we donated compared to last year's drive," said Dale Bennett, ICGS president and vice president for Coast Guard systems at Lockheed Martin Maritime Systems and Sensors. "I can't imagine a more fitting way to demonstrate the spirit of the season than by remembering those less fortunate than ourselves."

Project Northstar is a non-profit organization that provides one-on-one tutoring for children who are homeless, living in

foster care, or residing in poor, underserved neighborhoods in Washington, D.C. Coast Guard personnel and employees serve as voluntary tutors in the program.

—Gordon I. Peterson