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A Ready, Aware, and Responsive Coast Guard President Bush Announces FY 2007 Budget Request

President Bush's fiscal year 2007 U.S. Coast Guard budget request of \$8.4 billion was delivered to Congress Feb. 6 as part of an overall request of \$42.7 billion for the Department of Homeland Security, an increase of 6 percent over the previous year.

"Our country must also remain on the offensive against terrorism here at home," Bush said Jan. 31 in his State of the Union Address. "The enemy has not lost the desire or capability to attack us. Fortunately, this nation has superb professionals in law enforcement, intelligence, the military, and homeland security. These men and women are dedicating their lives, protecting us all, and they deserve our support and our thanks."

The president's budget request contains \$934.4 million to advance the Deepwater Program's modernization, conversion, and recapitalization of the Coast Guard's aging legacy fleet of cutters, aircraft, and selected systems. This funding will enable continued implementation of Deepwater's post-9/11 plan (approved by the Department of Homeland Security in 2005) by acquiring new assets while sustaining, modernizing, and converting selected legacy assets to increase their useful service life.

"This investment in the Department of Homeland Security's mission to secure the American homeland and provide for the safety of our citizens will contribute directly to building a 21st-century Coast Guard that is more ready, aware, and responsive wherever and whenever it is needed," said Rear Adm. Patrick M. Stillman, Deepwater's program executive officer. "Building on this year's appropriation, the president's request for 2007 will allow us to sustain our momentum implementing Deepwater's post-9/11 plan."

Deepwater Program officials



President George W. Bush delivers his State of the Union address Jan. 31, 2006, at the United States Capitol. The president's fiscal year 2007 budget request provides funding of \$8.4 billion for the U.S. Coast Guard, including \$934.4 million for the Integrated Deepwater System. (White House photo by Eric Draper).

say that the president's budget request will improve the Coast Guard's ability to secure U.S. maritime borders, to implement the new *National Strategy for Maritime Security*, and to achieve National Fleet Policy objectives calling for increased collaboration with the U.S. Navy. During budget testimony last year, Adm. Thomas H. Collins, commandant of the Coast Guard, said, "Deepwater—the centerpiece for the Coast Guard's transformation and my top capital priority—plays an absolutely critical role in building a more ready and capable 21st-century Coast Guard equal to the challenging tasks we face today and anticipate tomorrow."

Hurricane Katrina vividly demonstrated the importance of a Coast Guard that is ready, aware, and responsive. "No one can predict the timing of the next catastrophic event akin to Katrina, or whether it will be natural or man-made," Collins said in his introduction to the Coast Guard's *2007 Budget in Brief*. Platforms mod-

ernized as part of the Deepwater Program, including re-engined HH-65 helicopters and cutters outfitted with the first increment of command, control, and communication upgrades, supported Coast Guard operations that saved the lives of more than 33,500 after the deadly hurricane struck the Gulf Coast in September.

The FY 2007 budget request will fund activities across the Deepwater Program. Notably, for surface assets, it provides for the procurement of long-lead materials and construction of the fourth National Security Cutter (NSC), production of the first Fast Response Cutter (FRC) 10 years ahead of its original schedule, support of the Mission Effectiveness Project's (MEP) refurbishment of medium endurance cutters, and production of one Long Range Interceptor (LRI, 35-foot small boat) and one Short Range Prosecutor (SRP, 25-foot small boat).

Funding for surface and air asset

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follow-on support also is provided, including operation of the first NSC scheduled for delivery in 2007, a pre-commissioning detachment for the second NSC; personnel, equipment, training, and flight hours for 29 helicopters outfitted for airborne use of force; and maintenance support for SIPRNET (Secret Internet Protocol Router Network) capability on Deepwater cutters to allow for transmission and reception of classified intelligence and information.

Deepwater aviation platforms also are earmarked for progressive modernization, conversion, and recapitalization. The FY 2007 budget request provides funding for avionics modernization and surface-search radar replacement for 16 HC-130H long-range search aircraft and missionization and fleet introduction of six HC-130J aircraft in FY 2008. Procurement and missionization of one CASA CN-235 300M Maritime Patrol Aircraft (MPA) and funding for logistics to make air stations operational using the new MPAs also are funded.

Conversion projects for the HH-60 helicopter are planned to upgrade

its avionics and extend its service life. The budget request also provides for HH-65 conversions and sustainment to complete the first phase of the Multimission Cutter Helicopter (MCH) conversion of all 95 aircraft in the fleet. Equipment funding to arm two HH-60 and 34 HH-65 helicopters also is included for armory, weapons, gun mounts, ammunition, and aircraft modifications.

The FY-2007 budget request's investments in C4ISR (command, control, communications, computers, intelligence, surveillance, and reconnaissance) will provide needed capabilities for a more aware Coast Guard, including detailed design and development of the Common Operating Picture (COP) and other improvements. The fully implemented C4ISR system, planned for integration with Deepwater cutters, aircraft and shore facilities, will establish common software, systems, and components across all surface, air and shore assets. Simply put, program officials say, this system will ensure interoperability, improve situational awareness, and enable new levels of Maritime Domain Awareness.

The budget request also provides for continued development of Deepwater's Logistics Information Management System and upgrades to facilities that will house new assets. This funding will ensure that Deepwater assets delivered to the Coast Guard have the necessary logistics and maintenance support to improve operational effectiveness.

During an "all-hands" briefing Jan. 30, Rear Adm. Stillman praised all members of the Deepwater Team for their contributions to the program. "The budget request for next year is a testament to your hard work," he said. "This program has enduring legs, and there is a superb foundation upon which to sustain it."

For additional information on the FY-2007 budget request for the Coast Guard and the Integrated Deepwater System see the *U.S. Coast Guard 2007 Budget in Brief*, available at: www.uscg.mil/FiscalYear2006Report.pdf.

By Gordon I. Peterson

Commandant Visits First National Security Cutter

Adm. Thomas H. Collins, commandant, (far left) recently toured the first Deepwater National Security Cutter, USCGC *Bertholf*, under construction at Northrop Grumman Ship Systems' Pascagoula facility. Joining Adm. Collins on the tour were, from left, Rear Adm. Patrick Stillman, program executive officer, Integrated Deepwater System; Jamie Anton, Northrop Grumman Ship Systems vice president and general manager, U.S. Coast Guard programs; and Ship Superintendent Royce Winbush. (Photo by Bill Glenn, Northrop Grumman Ship Systems).



Breaking Ground to Expand Communication Capabilities

The Coast Guard broke ground Jan. 10, for a \$3.4 million, 9,800-square-foot expansion of the Coast Guard Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, Va.

Funded by the Coast Guard's Integrated Deepwater System program, the construction project is a major milestone in upgrading the Coast Guard's command, control and communications (C3) infrastructure. Increasing CAMSLANT's facility will provide needed space to allow installation of new and upgraded systems that will significantly enhance C3 between operational commanders, other government agencies and the maritime public.

"Essentially, it gives us the room to grow and add the new technology so we can do things better and faster," said Cmdr. Steve Godfrey, the station's commanding officer.

For all Coast Guard units in the Atlantic Area, CAMSLANT serves as the area wide communications center, delivering critical voice and data communications to Coast Guard ships, aircraft, and shore units. CAMSLANT operates around the clock, 365 days a year, with nearly 140 active duty Coast Guard personnel supporting the communications needs of the service and broadcasting weather and other important safety of life at sea information to mariners.

According to Vice Adm. Vivian S. Crea, commander of the Coast Guard Atlantic Area, who presided over the ceremony, "this new facility will give CAMSLANT the additional capacity to build out new C4ISR capabilities under Deepwater program, including better communications between airborne, floating assets, and shore command and control and both clear and classified systems. It will also allow better access to centralized databases and programs in support of our missions."

"Our ships and our tactical units will be able to access data bases better," said Godfrey. "We'll expand



LANTAREA Commander Vice Adm. Vivian Crea; Capt. Robert Nutting, LANTAREA; Rear Adm. Clifford Pearson, MLCLANT; Capt. Leonard Ritter, COMDT G-62; Cmdr. Steven Godfrey, CAMSLANT commanding officer officially broke ground on an expansion the communication station, Jan. 10. The project provides much needed space, adding operator positions to monitor the many networks, room for additional computer servers, and systems to fully integrate future fleet and aircraft with shore-side information systems. (Photo by Lt. Cmdr. Michael Woolard, Systems Integrated Program Office).

our connectivity to the fleet and we'll be able to move information at speeds we're more used to doing at home, those kinds of things that we all take for granted living ashore."

Two of the most important services provided by CAMSLANT are long range high frequency (HF) and Internet protocol (IP) communications.

"In just a few short years, the world of our communications services has shifted from radio centric small data pipes for limited messages and tactical voice circuits to broadband connection speeds and the demand for more and more connectivity to our tactical assets," said Crea. "It was with this reason in mind that both Communications Area Master Stations Atlantic and Pacific were designated as Deepwater assets, and why we are here today to expand this critically important communications center."

Upon project completion, CAMSLANT's "No Call Unanswered" new facility will host the operation and maintenance of the new commu-

nications systems that will be critical to fully integrate the Coast Guard's current and future fleet and aircraft with shore information systems.

According to Rep. Randy Forbes, of the 4th District of Virginia, "[The Coast Guard has] truly become the point of the spear in the fight against terrorism, and they're doing a phenomenal job, but you're right, we've got to step up to the plate and give them the additional resources and platforms they need to get that job done."

According to Crea, "this Deepwater project promises to improve that access and connectivity, to link our mission essential systems to tactical units in ways we could not have imagined a few years ago...and this new facility will be the communications hub about which the Coast Guard operates."

The expansion should be completed in March 2007.

By PAC Jeffrey Murphy

Coast Guard Air Station New Orleans Announces Helicopter Upgrades

The Coast Guard Air Station New Orleans command announced the upgrade of the unit's HH-65B Dolphin rescue helicopter to the more capable HH-65C model, Feb. 13. The station received three of its complement of five newly re-engined HH-65C helicopters.

The "charlie model" has new, more powerful engines that provide substantial power, flight control, and flight safety improvements. The upgrade is part of the Deepwater program.

The Charlie aircraft will perform a wide range of Coast Guard missions, including search and rescue, homeland security, drug interdiction, law and treaty enforcement, and marine environmental protection.

"Coast Guard Air Station New Orleans crews have already completed 133 search and rescue missions since Hurricane Katrina," said Capt. Bruce Jones, commanding officer of the air station.

"The men and women of Air Station New Orleans are determined to continue serving and protecting the citizens of the central Gulf Coast and, with these significant upgrades to our helicopter engines and engine control system, we have the tools to do the job with increased safety and reliability."



Petty Officer 3rd Class Jon Wall, of Edmond, Okla., affixes a fleur-de-lis insignia to the tail section of a new HH-65C rescue helicopter at Coast Guard Air Station New Orleans. The fleur-de-lis, French for "lily flower," has long served as a symbol of New Orleans. (U.S. Coast Guard photograph by Petty Officer 1st Class Kyle Niemi.)

Contract Awarded for the First Long Range Interceptor

Integrated Coast Guard Systems (ICGS) - a joint venture of Lockheed Martin and Northrop Grumman - recently awarded a subcontract to Willard Marine, Inc., of Anaheim, Calif., a contract to provide Integrated Deepwater System with the first in class Long Range Interceptor (LRI).

The 11-meter (35-foot) LRI is a new Rigid-Hull Inflatable small boat being introduced for the National Security Cutter (NSC) and Offshore Patrol Cutter (OPC). The twin diesel and waterjet-powered LRI will displace approximately 10 tons, and is capable of carrying up to 14 personnel with 150 lbs. of cargo. The boat is designed for speeds up to 45 knots, with endurance rated at 10 hours or 400 nautical miles. Other unique features for the LRI include an enclosed cabin, radar, slam mitigating seats, and over-the-horizon capabilities including SATCOM and GPS. The benefit of these features result in decreased crew fatigue, increased control and handling, faster and more effective prosecution, and real-time tracking and seamless Common Operational Picture-Maritime Domain Awareness.

Personnel from ICGS met members from Willard Marine and other potential suppliers in November during the Innovation & Industry Days 2005 held in Miami.

