USCG Asset Guide

A Desktop Reference Guide to the USCG

Last Updated: 11-17-07
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Editor's Notes

- Added a section on aircraft crashes & accidents
- Added locations of CAMSLANT/CAMSPAC HF transmitters. (This is public information listed in public FCC docs)
- HC-130s from CGAS Sacramento flew tens of thousands of pounds of FEMA relief supplies to victims of the wildfires in Southern California. A CGAS Elizabeth City C-130 flew FEMA vehicles to California.
- The Coast Guard has given the official name "Ocean Sentry" to the HC-144A medium range search aircraft.
- The leases on the HITRON MH-68As expire in January. They are to be replaced initially with 6 armed HH-65Cs.
- The USCG has awarded a $3.7 million contract for the Submersible TruLink Wireless Intercommunication System. The system delivers 2.4 GHz digital hands free voice communications in high-noise environments and operates at submergence depths of up to 20 feet. A water-proof variant of TruLink is a requirement of their 47 foot Motor Life Boat. The system operates on up to 50 frequency hopping channels.
- A New York Times article reported the Coast Guard is building a helicopter and small boat station on the North coast of Alaska near Barrow.
- The USCG Eagle Eye UAV program has been put on hold and funding has been frozen while other rotary wing UAV alternatives are explored.

CG Press Releases & News of Interest

CVG Enables Coast Guard Satellite-Based Broadband Communications

CHANTILLY, VA -- Nov 6, 2007 -- CVG, Inc. announced today that it will provide a proof of concept, littoral waters, satellite-based broadband communications solution for the United States Coast Guard (USCG). The work was awarded under CVG's Indefinite-Delivery Indefinite-Quantity contract with General Services Administration's Satellite Services-II (SATCOM-II) program.

CVG will install two high performance Ku-band stabilized VSAT systems on USCG vessels, one on each coast, enabling coverage to approximately 75 nautical miles off shore. CVG's solution may have the potential of providing the USCG with substantially improved maritime broadband communications.

Headquartered in Chantilly, Virginia, together with its wholly owned subsidiary Avtec Systems, Inc. (Avtec), employee-owned CVG provides secure, robust, deployable, satellite-based communications solutions to government and commercial customers in the United States and around the world. CVG has extensive experience in the design, specification, integration and deployment of reliable and affordable communications solutions. More information about CVG is available at www.cvginc.net.

Avtec is a provider of data communications products and systems engineering services to the aerospace, telecommunications and defense communities. More information about Avtec is available at www.avtec.com.

COAST GUARD'S NEWEST AIRCRAFT ARRIVES AT AVIATION TRAINING CENTER(ATC) MOBILE - 10-22-07

Mobile, Ala. - The first of three Coast Guard HC-144A Ocean Sentries arrived at ATC Mobile this past Friday to continue developmental and operational testing. The remaining two HC-144A Ocean Sentries will arrive at ATC Mobile today and Tuesday.

The HC-144A, named the "Ocean Sentry," is an EADS CASA CN-235 Maritime Patrol Aircraft. It is a multi-role, medium-range transport and surveillance aircraft. The HC-144A Ocean Sentry has the ability to deliver search and rescue equipment far offshore, act as an on-scene commander platform, or transport cargo on quick-loading pallets. The aircraft is equipped with the latest sensors that will allow it to locate and track waterborne targets with its sophisticated radar and powerful infrared camera.

ATC Mobile mechanics, engineers and pilots will fly and test the HC-144A Ocean Sentry to develop Coast Guard-wide standard operating procedures. The HC-144A Ocean Sentry will eventually replace the Coast Guard's aging fleet of HU-25 Guardian Falcon jets.

Captain David Callahan, Commanding Officer of ATC Mobile and selected staff, will be available for interviews regarding the HC-144A Ocean Sentry on Wednesday afternoon at ATC Mobile. An HC-144A Ocean Sentry will also be on static display.

COAST GUARD COMPLETES MISSION TO NORTH POLE - 10-30-07

JUNEAU, Alaska - The Coast Guard successfully reached the North Pole last Thursday as a test of its ability to operate in the Arctic region.

The 1,100 mile flight aboard a Coast Guard C-130 Hercules airplane originated in Barrow at 8:30 a.m., and reached the North Pole at 12:32 p.m., AST. As the airplane headed north the sun rose off the aircraft's right side, but then descended below the horizon as the airplane reached higher latitudes. The sun rose again as the aircraft headed
toward Barrow.

Although the inside of the aircraft was kept at a comfortable temperature for the 21 passengers and crew, temperatures outside reached -40 degrees. To navigate the crew relied on GPS navigation, as magnetic compasses had a fluctuating variation of more than 70 degrees.

As the aircraft crossed and circled 90 degrees north longitude 157 degrees west latitude, the North Pole, it briefly traveled into Friday before returning to Thursday. Before departing for Barrow the aircraft circled the pole and passed through every time zone, briefly making it the fastest moving object on the planet.

Coast Guard history in the Arctic dates back to the 1860s when the first Lighthouse Service Tender was deployed to the region. Thursdays trip to the North Pole was the first time the Coast Guard has reached 90 degrees north in a C-130 exclusively for the purpose of Arctic Domain Awareness.

USCG Air Asset Guide

Aircraft Fleet List

Tail	Type	Homeplate	Last Log	Remarks
101	C-37A	CGAS Washington, D.C.	08-11-07	Commandant's GS V
102	C-143	CGAS Washington, D.C.	11-12-07	
1078	MH-68A	HITRON Jacksonville	05-19-07	
1081	MH-68A	HITRON Jacksonville	06-05-07	
1085	MH-68A	HITRON Jacksonville	07-28-07	
1091	MH-68A	HITRON Jacksonville	11-03-07	
1095	MH-68A	HITRON Jacksonville	07-30-07	
1098	MH-68A	HITRON Jacksonville	09-04-07	
1099	MH-68A	HITRON Jacksonville	03-01-06	
1109	MH-68A	HITRON Jacksonville	02-04-07	
1113	MH-68A	HITRON Jacksonville	07-28-07	
1500	HC-130H	CGAS Clearwater	11-16-07	
1501	HC-130H	CGAS Elizabeth City	11-11-07	
1502	HC-130H	CGAS Elizabeth City	11-17-07	
1503	HC-130H	CGAS Elizabeth City	05-08-07	
1504	HC-130H	CGAS Clearwater	08-03-07	
1700	HC-130H7	CGAS Kodiak	11-07-07	
1701	HC-130H7	CGAS Barbers Point	10-27-07	
1702	HC-130H7	CGAS Barbers Point	07-11-07	
1703	HC-130H7	CGAS Kodiak	10-25-07	
1704	HC-130H7	CGAS Sacramento	11-13-07	
1705	HC-130H7	CGAS Kodiak	07-05-07	
1706	HC-130H7	CGAS Clearwater	11-06-07	
1707	HC-130H7	CGAS Clearwater	11-12-07	
1708	HC-130H7	CGAS Clearwater	11-13-07	
1709	HC-130H7	CGAS Kodiak	10-28-07	
1710	HC-130H7	CGAS Kodiak	11-13-06	

1711 HC-130H7 CGAS Elizabeth City 11-13-07
1712 HC-130H7 CGAS Clearwater 11-02-07
1713 HC-130H7 CGAS Barbers Point 05-22-07
1714 HC-130H7 CGAS Barbers Point 08-25-07
1715 HC-130H7 CGAS Sacramento 11-06-07
1716 HC-130H7 CGAS Sacramento 10-23-07
1717 HC-130H7 CGAS Sacramento 11-13-07
1718 HC-130H7 CGAS Sacramento 11-16-07
1719 HC-130H7 CGAS Clearwater 11-15-07
1720 HC-130H7 CGAS Clearwater 03-27-07
1790 HC-130H7 CGAS Kodiak 11-16-07
2001 HC-130J C-130J Aircraft Project Office, CGAS Elizabeth City 08-22-06
2002 HC-130J C-130J Aircraft Project Office, CGAS Elizabeth City 06-29-07
2003 HC-130J Undergoing missionization in Greenville, SC 09-04-07
2004 HC-130J C-130J Aircraft Project Office, CGAS Elizabeth City 10-11-07
2005 HC-130J C-130J Aircraft Project Office, CGAS Elizabeth City 11-14-07
2006 HC-130J Undergoing missionization in Greenville, SC 09-04-07
2101 HU-25B ARSC CGAS Elizabeth City 11-01-04
2102 HU-25D CGAS Miami 11-01-07
2104 HU-25C+ CGAS Corpus Christi 10-22-07
2105 HU-25D CGAS Miami 11-14-07
2106 HU-25A At AMARC 10-15-07
2107 HU-25A At AMARC 10-15-07
2108 HU-25A At AMARC 10-15-07
2109 HU-25D CGAS Cape Cod 06-04-05
2110 HU-25A CGAS Cape Cod 11-12-07
2112 HU-25C+ CGAS Miami 11-12-07
2113 HU-25D CGAS Miami 11-13-07
2114 HU-25D CGAS Miami 11-13-07
2115 HU-25A At AMARC 10-15-07
2116 HU-25A At AMARC 10-15-07
2117 HU-25A CGAS Miami 10-25-07
2118 HU-25B ATC Mobile 06-25-07
2120 HU-25A ATC Mobile 11-06-07
2121 HU-25A ATC Mobile 11-16-07
2122 HU-25B At AMARC 10-15-07
2124 HU-25A At AMARC 10-15-07
2126 HU-25B At AMARC 10-15-07
2127 HU-25A ATC Mobile 11-13-07
2128 HU-25D CGAS Miami 11-13-07
2129 HU-25C+ CGAS Cape Cod 11-14-07
2130 HU-25A At AMARC 10-15-07
2131 HU-25C+ CGAS Corpus Christi 11-10-07
2132 HU-25B At AMARC 10-15-07
2133 HU-25C+ CGAS Cape Cod 11-11-07
2134 HU-25A ATC Mobile 11-17-07
2135 HU-25C+ CGAS Corpus Christi 11-07-07
2136 HU-25A ATC Mobile 07-12-06
2137 HU-25A At AMARC 10-15-07
2138 HU-25A At AMARC 10-15-07
2139 HU-25C+ CGAS Cape Cod 11-06-07
2140 HU-25C+ CGAS Cape Cod 03-15-07
2141 HU-25C+ CGAS Corpus Christi 09-24-07
2301 HC-144A ATC Mobile 01-25-07
2302 HC-144A ATC Mobile 10-16-07
2303 HC-144A ATC Mobile 08-26-07

2304	HC-144A	Production contract signed in January 2007	
2305	HC-144A	Production contract signed in January 2007	
2306	HC-144A	On order	
2307	HC-144A	On order	
2308	HC-144A	On order	
6001	MH-60J	CGAS Elizabeth City	11-16-07
6002	MH-60J	CGAS San Diego	04-25-07
6003	MH-60J	CGAS Elizabeth City	11-10-07
6004	HH-60J	CGAS Cape Cod	10-15-07
6005	MH-60J	CGAS Kodiak	08-05-07
6006	MH-60J	CGAS Kodiak	06-07-07
6007	HH-60J	CGAS Kodiak	10-25-07
6008	MH-60J	CGAS Clearwater	11-15-07 Deployed to OPBAT
6009	MH-60J	CGAS Elizabeth City	10-30-07
6010	HH-60J	CGAS Clearwater	11-15-07
6011	HH-60J	ATC Mobile	08-01-07
6012	MH-60J	CGAS Clearwater	11-13-07
6013	MH-60J	CGAS Kodiak	05-06-07
6014	MH-60J	CGAS Elizabeth City	09-15-07
6015	HH-60J	CGAS Clearwater	11-08-07 At ARSC
6016	MH-60J	CGAS San Diego	10-26-07
6017	HH-60J	CGAS Clearwater	12-22-06
6018	HH-60J	CGAS Clearwater	07-12-07
6019	HH-60J	CGAS Elizabeth City	11-07-07
6021	MH-60J	CGAS Kodiak	04-29-07
6022	HH-60J	CGAS Astoria	05-12-07
6023	HH-60J	ATC Mobile	11-08-07
6024	MH-60J	CGAS Clearwater	10-31-07
6025	MH-60J	CGAS Clearwater	10-02-07
6026	MH-60J	CGAS Kodiak	04-07-07
6027	HH-60J	ATC Mobile	11-13-07
6028	HH-60J	CGAS Cape Cod	10-29-07
6029	MH-60J	CGAS Clearwater	11-10-07 Deployed to OPBAT
6030	HH-60J	CGAS Astoria	02-18-07
6031	HH-60J	ATC Mobile	11-13-07
6032	HH-60J	CGAS Cape Cod	11-01-07
6033	HH-60J	CGAS Clearwater	11-16-07 Deployed to OPBAT
6034	MH-60J	CGAS Clearwater	10-23-07
6035	MH-60J	CGAS Kodiak	10-03-07
6036	MH-60J	CGAS Elizabeth City	11-16-07
6037	MH-60J	CGAS San Diego	11-11-07
6038	HH-60J	CGAS Clearwater	11-16-07
6039	MH-60J	CGAS Clearwater	11-15-07
6040	MH-60J	CGAS San Diego	11-08-07
6041	MH-60J	CGAS Elizabeth City	11-16-07
6042	MH-60J	CGAS Clearwater	11-06-07 Deployed to OPBAT
6501	HH-65C	CGAS Miami	01-23-06
6502	HH-65C	West Coast	02-16-07
6503	HH-65C	CGAS Houston	04-21-06
6504	HH-65C	CGAS Los Angeles	10-14-07
6505	HH-65C	CGAS Barbers Point	09-20-07
6506	HH-65C	CGAS Miami	10-17-07
6507	HH-65C	CGAS Houston	03-21-07
6508	HH-65C	CGAS Detroit	06-02-07
6509	HH-65C	CGAS Kodiak	03-20-07
6510	HH-65C	ATC Mobile	06-21-05

6511	HH-65C	Unknown	11-07-06
6512	HH-65C	CGAS Corpus Christi	03-26-07
6513	HH-65C	Unknown	11-13-06
6514	HH-65C	CGAS Port Angeles	06-02-07
6515	HH-65C	CGAS San Francisco	03-01-07
6516	HH-65C	CGAS San Francisco	09-04-07
6517	HH-65C	CGAS Atlantic City	11-05-07
6518	HH-65C	CGAS Miami	11-09-06
6519	HH-65C	Unknown	09-17-04
6520	HH-65C	CGAS Detroit	08-31-06
6521	HH-65C	Unknown	05-17-05
6522	HH-65C	CGAS Detroit	06-09-07
6523	HH-65C	East Coast	12-12-06
6524	HH-65C	CGAS Port Angeles	07-06-07
6525	HH-65C	CGAS North Bend	09-01-07
6526	HH-65C	CGAS Borinquen	11-06-07
6527	HH-65C	CGAS Detroit	08-07-07
6528	HH-65C	West Coast	11-07-06
6529	HH-65C	Unknown	10-08-06
6530	HH-65C	CGAS Houston	07-25-06
6531	HH-65C	CGAS Barbers Point	02-20-07
6532	HH-65C	CGAS Detroit	09-01-07
6533	HH-65C	CGAS Savannah	10-15-07
6534	HH-65C	CGAS San Francisco	10-25-07
6535	HH-65C	ATC Mobile	08-28-07
6536	HH-65C	CGAS Miami	02-16-07
6537	HH-65C	CGAS Port Angeles	07-12-06
6538	HH-65C	CGAS Barbers Point	02-18-07
6539	HH-65C	CGAS Corpus Christi	08-09-07
6540	HH-65C	CGAS Miami	07-31-07
6542	HH-65C	CGAS Savannah	11-08-07
6543	HH-65C	CGAS Port Angeles	07-10-07
6544	HH-65C	CGAS Corpus Christi	03-15-07
6545	HH-65C	Unknown	01-29-04
6547	HH-65C	ATC Mobile	02-26-07
6548	HH-65C	CGAS San Francsco	10-09-07
6550	HH-65C	CGAS Miami	09-30-07
6551	HH-65C	CGAS New Orleans	09-15-07
6552	HH-65C	CGAS San Francisco	09-06-07
6553	HH-65C	CGAS Savannah	11-15-07
6554	HH-65C	CGAS Atlantic City	10-31-07
6555	HH-65C	CGAS Los Angeles	09-30-07
6556	HH-65C	East Coast	11-06-07
6557	HH-65C	CGAS Miami	06-30-07
6558	HH-65C	Unknown	04-12-07
6559	HH-65C	CGAS Atlantic City	06-19-07
6560	HH-65C	CGAS Miami	08-08-07
6561	HH-65C	CGAS Savannah	09-11-07
6562	HH-65C	CGAS Miami	09-20-07
6563	HH-65C	CGAS Miami	11-05-07
6564	HH-65C	East Coast	07-20-07
6565	HH-65C	CGAS New Orleans	09-15-07
6566	HH-65C	CGAS Los Angeles	06-27-07
6567	HH-65C	CGAS Los Angeles	07-23-07
6568	HH-65C	CGAS Atlantic City	06-30-07
6569	HH-65C	Unknown	06-10-06

6570	HH-65C	CGAS Port Angeles	10-29-06
6571	HH-65C	CGAS New Orleans	09-15-07
6572	HH-65C	CGAS Atlantic City	10-12-07
6573	HH-65C	Unknown	02-22-06
6574	HH-65C	CGAS Houston	08-29-06
6575	HH-65C	CGAS Savannah	10-24-07
6576	HH-65C	CGAS Atlantic City	11-04-07
6577	HH-65C	CGAS Miami	10-24-07
6578	HH-65C	CGAS Miami	09-14-07
6579	HH-65C	CGAS Miami	10-11-07
6580	HH-65C	Unknown	06-08-06
6581	HH-65C	CGAS Atlantic City	09-14-07
6582	HH-65C	CGAS Traverse City	07-19-07
6583	HH-65C	CGAS Humboldt Bay	04-27-07
6584	HH-65C	CGAS Atlantic City	10-20-07
6585	HH-65C	CGAS Atlantic City	10-12-07
6586	HH-65C	ATC Mobile	09-23-07
6587	HH-65C	ATC Mobile	06-07-07
6588	HH-65C	CGAS Los Angeles	09-30-07
6589	HH-65C	CGAS New Orleans	09-15-07
6590	HH-65C	CGAS Los Angeles	02-20-07
6591	HH-65C	CGAS Port Angeles	08-04-07
6592	HH-65C	CGAS New Orleans	09-15-07
6593	HH-65C	CGAS Houston	10-20-07
6594	HH-65C	East Coast	10-11-07
6595	HH-65C	CGAS Atlantic City	11-16-07
6596	HH-65C	CGAS Miami	11-04-07
6597	HH-65C	CGAS San Francisco	05-26-07
6598	HH-65C	CGAS Detroit	10-31-07
6599	HH-65C	CGAS Atlantic City	07-16-06
6601	Next in series		
6602	Next in series		
6603	HH-65C	ARSC Elizabeth City	01-31-07
6604	HH-65C	ARSC Elizabeth City	01-31-07

HC-130 Long Range Search Aircraft

Speed: 330 kts
Range: 4100 (H), 5500 (J) NM
Endurance: 14 (H), 21(J) Hours
Crew: 2 (O), 5 (E)
Sensors: Inverse Synthetic Aperture (ISAR) Radar, Electro-Optical/Infrared (EO/IR), SEI

The new HC-130J aircraft will provide long-range air coverage over the entire Coast Guard area of responsibility and increase the overall MDA/Common Operational Picture. The primary role of these aircraft will be to meet the long range maritime patrol requirements in the vast Pacific Ocean areas that cannot be accomplished by the medium range surveillance (MRS) CASA aircraft. The LRS will additionally provide heavy Air Transport for Maritime Safety & Security Teams, Port Security Units, and the National Strike Force. Intelligence-Information Collection and Sharing for Deepwater will be enhanced as the LRS will receive enhanced radar and optical sensors and will share a common C4ISR pallet with the MRS which will provide for integrated command and control and make the LRS a potential airborne command center. The LRS will receive Chemical, Biological, Radiological, Nuclear and Explosive Detection and Defense (CBR D&D) capabilities that will allow for insertion of specialized teams (e.g., the

National Strike Force) into potential “hot” areas.

The FY06 budget request funds upgrades to and replacement of C-130H Avionics, MILSATCOM, weather radar, and search radar. The LRS solution includes both new C-130Js that are currently unmissionized and legacy HC-130Hs. The Hs require upgrades to ensure their continued performance in the Deepwater system until they are finally retired in decades to come. The Deepwater plan calls for a fleet of 27 HC-130s with a cost of $4.9 million per unit.

The HC-130H fleet is equipped with a Forward-Looking InfraRed/Electro-Optical/Low-Light TV (FLIR/EO/LLTV) turret-mounted camera system. This system provides a 360-degree field-of-view and high-resolution software magnification allowing use at standoff ranges. In addition, a DAMA-compatible MILSATCOM receiver is being installed. The FLIR/EO/LLTV interfaces with the HC-130H's AN/APS-137 Inverse Synthetic Aperture Radar (ISAR), allowing automatic direction of the FLIR system, reducing the operator workload for the tactical sensor operator. The 15xx series of HC-130H's is equipped to support the AN/APS-135 Side-Looking Airborne Radar (SLAR). Using the AN/APS-135, an area of over 100nm can be mapped on either side of the aircraft. This is especially useful in support of the International Ice Patrol and for tracking down sources of pollution.

Five older HC-130s are restricted in the amount of fuel they can carry due to center wing box structural fatigue. Mission time is reduced by 30%.

The HC-130Js are to be missionized by the end of 2008.

HC-144A Ocean Sentry Medium Range Search Aircraft

Speed: 236 kts
Range: 1,565NM (empty), 575 NM with cargo
Endurance: 8.7 Hours
Crew: 2 (O), 3 (E)
Sensors: ISAR Radar, EO/IR, SEI

The EADS-CASA CN-235-300CG MRS is an essential, highly capable element of the revised Deepwater implementation plan. The MRS will not only be Deepwater interoperable, but DHS and DoD C4ISR Interoperable including MILSATCOM. The MRS will share a common C4ISR pallet with the LRS, which provides for integrated command and control and makes the MRS a potential airborne command center and significant contributor to logistics transport. These capabilities feed the national Intelligence-Information Collection & Sharing/MDA picture. The MRS will be the second logistical workhorse for the fleet (with the LRS), with the ability to conduct Air Transport for smaller personnel and parts loads around the U.S. and Caribbean basin.
The MRS will receive Chemical, Biological, Radiological, Nuclear and Explosive Detection and Defense (CBR D&D)
capabilities that will allow for insertion of smaller, specialized teams (e.g., NSF) into potential “hot” areas.
Three aircraft have been produced to date.
Cost per unit: $33.5 million
Planned Quantity: 36

HU-25 Guardian

Speed: 460 kts
Range: 2,250 NM
Endurance: Hours
Crew: 2 (O), 3 (E)
Sensors: ISAR Radar, EO/IR, SEI

The HU-25 Guardian is an American-built variant of the Dassault-Brequet Falcon 20 light-

transport jet. A total of forty-one HU-25 jets were purchased by the USCG. At a later date, eight HU-25As were modified to the HU-25B standard and were equipped with the AIREYE surveillance system to detect pollution. Again, at a later date, an additional nine HU-25As were modified into the HU-25C Guardian Interceptor. These HU-25Cs were equipped with the AN/APG-66 Airborne Intercept Radar and were used in the drug interdiction role.

In 2000, the USCG began a series of upgrades to the HU-25 fleet. The upgrades produced two new variants; the HU-25C+ and the HU-25D. The HU-25C+ incorporates a variety of sensor upgrades. The AN/APG-66 was upgraded to an improved version providing greater detection range while reducing weight. In addition, a new Forward-Looking InfraRed/Electro-Optical/Low-Light TV (FLIR/EO/LLTV) provides a "wide-angle search, detection, classification, and identification" capability. This upgrade also incorporates a Tactical Work Station (TWS) similar to that on the HC-130H. The HU-25D was developed from the HU-25A. The HU-25A's AN/APS-127 radar was replaced with the AN/APS-143(V) Inverse Synthetic-Aperture Radar (ISAR) system. In addition, the HU-25D includes the same FLIR/EO/LLTV turret as the HU-25C+ and also incorporates the Tactical Work Station. A total of six HU-25Ds will remain in service.

The FY02 budget funded 17 operational airframes. Funding was provided to convert 6 HU-25A models to HU-25D models and all HU-25Cs were converted to HU-25C+ models. A May 2003 press release stated there were 9 C+ models and 6 D models active.

The Coast Guard plans to operate the HU-25 until 2014, but will begin phasing them out in 2009.

HH-60J/MH-60T Medium Range Recovery Helicopter

Speed 170 kts
Range: 600NM
Endurance: 6 Hours
Crew: 2 (O), 2 (E)
Pax: 6 (Armed) 18 (Unarmed)
Sensors: Radar, EO/IR,
Armament: .50 Cal Sniper, M242 .60Cal Machine Gun

The MRR solution has been dramatically altered in the revised Deepwater implementation plan. The HH-60 will be modernized with improved avionics and a new T700 turbine power plant. The hardened HH-60 will receive an Airborne Use of Force (AUF) package that will provide the capability to fire warning and disabling shots from the air while providing for crew protection from small arms fire. When deployed from a Coast Guard flight deck-equipped cutter, this gives the cutter the ability to apply force against a maritime target up to 400NM away. The MRR will additionally provide a Vertical Insertion and Vertical Delivery (VI/VDEL) capability – the ability to deliver a 6-person interagency counter-terrorism or response team 200NM from a US shore or a Coast Guard flight deck equipped cutter. The MRR will receive enhanced radar and optical sensors and will share a Common Operational Picture/MDA data exchange capability. The MRR will receive CBR D&D capabilities that will allow for insertion of specialized teams (e.g., NSF) into potential “hot” areas.

The revised Deepwater implementation plan retains and upgrades the Coast Guard’s existing fleet of HH-60s rather than acquire new MRR replacement aircraft. The original Deepwater baseline had notionally selected the smaller AB-139 as the MRR. This aircraft was determined to be unsuitable to meet the post 9/11 Airborne Use of Force and Vertical Insertion/Vertical Delivery mission requirements. The retention and upgrade of HH-60s also creates a $500M savings to the system that can be applied to other asset capability upgrades. FY06 President’s Budget Request: Funds HH-60 AUF and V/VDEL installs, avionics upgrades, service life extension work, search radar and EO/IR upgrades.

According to USCG testimony in July 2004 before a Congressional committee on homeland security there are five MH-60Js operating from CGAS Elizabeth City. In addition to the ability to mount M240 machine guns, they are flying with WESCAM 12D sensor gimbals, EFW

head-up displays, RT5000 civil radios, and revised exterior lighting.

HH-60Js are being modernized with a digital cockpit, new radars, a M240 machine gun, and a M-14 rifle derivative and will emerge as MH-60Ts. There were 22 MH-60Js in service at the end of 2006.

On December 8, 2004 HH-60J # 6020 from CGAS Kodiak crashed into the Bering Sea during a rescue. Another HH-60J is being acquired to replace it.

Cost per unit: $3.5 million Quantity: 42

HH-65/MH-65 B/C Multi-Mission Cutter Helicopter

Speed: 160 kts
Range: 400NM
Endurance: 4 Hours
Crew: 2 (O), 1 (E)
Pax: 3-4 (Armed) 4 (Unarmed)
Sensors: Radar, EO/IR
Armament: .50 Cal Sniper, M242 .60Cal MG

The MCH is an extremely agile and sophisticated aircraft that is dramatically improved through the revised Deepwater implementation plan. The MCH power plant is upgraded with Turbomeca 2C2 turbines providing substantial power, flight control and flight safety improvements. The MCH will receive an Airborne Use of Force (AUF) package that will provide the capability to fire warning and disabling shots from the air. When deployed from a Coast Guard flight deck-equipped cutter, this gives the cutter the ability to apply force against a maritime target up to 100NM away. The MCH will additionally provide a Vertical Insertion and Vertical Delivery (VI/VDEL) capability – the ability to deliver a 3-person interagency response team 50NM from shore or a Coast Guard flight deck-equipped cutter. The MCH will receive enhanced radar and optical sensors and will share a Common Operational Picture/MDA data exchange capability. These capabilities will be integrated with an improved avionics suite. The MCH will receive CBR D&D capabilities that will allow for standoff detection and crew protection capability. Other improvements include strengthened landing gear, a reel in deck landing system for heavy seas, and a new 10-bladed tail rotor and drive shaft that will allow the HH-65 to to move horizontally to the left or right at 70 knots. The new designation following these upgrades will be MH-65C. MH-65Cs entered service in January 2007.

Four HH-65 DOLPHINs (6541, 6546, 6549, & 6594) have been lost in service-related accidents since their introduction in 1985.
Cost per unit: $8.8 million Quantity: 94 (83 operational)

MH-68A Stingray

Speed: 140-160 kts
Range: 280NM
Endurance: 2.5 Hours
Crew: 2 (O), 2 (E)
Sensors: Radar, EO/IR
Armament: 7.62mm M240 Machine Gun, M16 5.56mm Rifle and .50 cal RC50 Precision Rifle with LASER sights

The Sting Ray is an all-weather, short-range, armed interdiction helicopter, employing state of the art navigation, communication, and avionics equipment. The MH-68A Sting Ray's primary missions are maritime drug interdiction and Homeland Security.

Built by Agusta Aerospace Corporation, the Sting Ray is the military version of the A109E

Power civilian helicopter, and is the newest helicopter in the U.S. Coast Guard inventory. The Sting Ray is flown by the U.S. Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville based at Cecil Field in Jacksonville, Florida.

HITRON aircrews routinely deploy aboard U.S. Coast Guard cutters patrolling the high seas to stem the tide of illegal drugs flowing into the United States. Sting Ray aircrews interdict go-fast smuggling vessels, using incremental steps to compel the vessel to stop. Ultimately, if the vessel refuses to comply, Sting Ray crews are authorized to disable the vessel's engines with gunfire. HITRON aircrews now also stand ready to deploy to cities around the nation to provide security for U.S. ports and associated waterways as a resource in the U.S. Coast Guard's new Maritime Homeland Security role whenever there is a credible terrorist threat.

MH-68As are to be replaced by MH-65C models in 2008.

C-37 Gulfstream V

Speed: 459 kts
Range: 6,500NM
Pax: 19

A single VC-37A aircraft is assigned to Reagan National Airport to serve as a long-range command and control aircraft that can be used to provide transportation for high-level Coast Guard and Homeland Security officials. It is capable of nonstop flight to any location in the United States. It is known as Coast Guard 01. CG 01 is the only ACARS equipped CG aircraft. It uses C101 on ACARS.

C-143 Challenger

Speed:
Range:
Pax:

A Canadair CL-604 Challenger is based at Reagan National Airport. Known as a VC-143 Medium Range Command and Control Aircraft, it's onboard secure communications suite provides operational support for high-level Coast Guard and Homeland Security officials.

RU-38B Reconnaissance Aircraft

Speed: 62-168 kts
Mission Speed: 83 kts
Ceiling 30,000 feet
Crew: 3

The design of the RU-38B is optimized to perform surveillance missions. Because it is point designed to carry integrated sensor payloads, it achieves better mission performance at significantly lower costs than aircraft designed for passenger or cargo-carrying roles. By equipping the RU-38B with two turbine engines and a modular payload concept, the same basic airframe can be adapted for low altitude, “quiet” reconnaissance or high altitude, standoff surveillance roles.

The RU-38B reconnaissance aircraft evolved directly from the SA 2-37B design. The most important differences between the RU-38B and the SA 2-37B are: a) the addition of twin turbine engines in a pusher-puller configuration; b) additional payload weight and volume; and c) a larger crew compartment. Because the RU-38B will routinely operate at low altitudes over water or

hostile terrain, the addition of a second engine is important for safety. The aft engine has a full-feathering propeller and will typically be shut down during the “quiet” surveillance mode. The aft engine is in reality a redundant engine available to reduce the risk in the event of engine failure and to provide higher cruise speeds during ingress and egress.

The RU-38B is a third generation system that is unique because of the following innovative features:

Covert operation: low noise signature
Twin-engine reliability: Rolls Royce 250 Series turbine engines
Integrated, palletized multi-sensor payload suite
Spacious cockpit with dedicated payload operator station
Flexible mission performance: long endurance and high/low altitude
Low infrared signature
Low costs: acquisition and operating

Sensors: The RU-38B features 140 cubic feet of dedicated payload volume and the ability to operate with 800 pounds of mission sensors. Because the large payload bays were designed to palletize sensors, the RU-38B can be rapidly converted from one mission to another with modularized payloads. Large access doors are provided to all payload bays. Payload sensors and mission avionics are located in both tailbooms and behind the pilot/co-pilot seats in the fuselage.

The RU-38B's primary mission applications include: border integrity protection, counter drug detection and monitoring, maritime patrol, counter-terrorism surveillance, electronic intelligence collection, fisheries patrol, environmental monitoring, and search and rescue. For many missions, the RU-38B will be equipped with a SAR or sea search radar, a forward looking infrared (FLIR) system, a low light level electro optical sensor, and communication intercept electronics. These sensors are fully integrated to maximize day/night detection and monitoring capability. Precise GPS position data is integrated into the payload operator’s display and the FLIR/EO imagery recorded on the RU-38B’s dual recording system. Down link of sensor data is an option. It can also serve as a relay platform for control of UAV’s or of signals from the ground or other aircraft. Mission effectiveness of the RU-38B results from its covert operating capability and integrated sensor suite. Mission flexibility results from its high/low altitude performance and modular payload concept.

Crew Station: The RU-38B crew station is spacious and designed to maximize the effectiveness of the sensor operator(s). The co-pilot in the left seat has full flight controls and can serve as the backup sensor operator with displays and controls for all payloads. As an option, the RU-38B aircraft can have a dedicated sensor operator station located behind the pilot and co-pilot seats.

Covert Operation: The RU-38B utilized many of the same accoustic signature reduction techniques that have proven to be so successful of the SA 2-37B. Low engine power levels are required to maintain cruise flight because of the high aerodynamic efficiency of the air vehicle. The engines have a specially designed reduction gear box so that the propeller speed can be reduced to as little as 1000 RPM. Both engine inlet and exhaust are quieted by proprietary, state-of-the-art techniques developed by Schweizer Aircraft. By reducing the noise signature of the RU 2-38B so that it will not be detected during loiter flight, the mission effectivity of the system is greatly enhanced.

Source: Schweizer Aircraft

HV-911 VTOL Unmanned Aerial Vehicle (VUAV)

Speed: 211 kts

Range: 100NM
Endurance: 6 Hours
Sensors: Radar, EO/IR

The Bell HV-911 Eagle Eye will possess the following characteristics: composite construction, low maintenance, shipboard deployable capabilities, six-hour flight endurance, 220 knots maximum air speed. The Eagle Eye will be deployed aboard the National Security Cutter (NSC) as part of the National Security Cutter "force package." The force package will consist of an NSC and either two Eagle Eyes and one MCH helicopter or four Eagle Eyes. The "force package" will vary depending on the assigned mission. The Eagle Eye may also be deployed aboard legacy Deepwater cutters.

The primary function of the Eagle Eye is to receive and transmit data using its airborne sensor platform. The VUAV system includes the aircraft, the sensor payload, the data link, command and control system, launch and recovery and logistics support. The air vehicle is designed to carry and operate multiple mission payloads (MMPs), which would be pre-configured in easily removable and exchangeable air vehicle noses as mission sets change. The Eagle Eye will possess the ability to transmit Electro-Optical/Infrared (EO/IR) imagery as part of a Common Operational Picture (COP) to cutters. The VUAV will receive an air-to-air and air-to-surface multimode radar that will improve the Common Operational Picture/MDA to a range of 100NM from the flight deck-equipped cutter.

The quantity of VUAVs will be a smaller component of the Deepwater system to reflect a more efficient use of VUAVs per
operational flight decks. The VUAV will receive Chemical, Biological, Radiological, Nuclear and Explosive Detection and
Defense (CBR D&D) capabilities that will allow for an unmanned standoff detection and monitoring capability.

The FY06 budget request funds the full operational capability of the first three VUAVs, production of the third VUAV, missionization of all three aircraft, and acquisition of ground control technology and training.
Cost per unit: $6.6 million Planned Quantity: 45

RQ-4 High Altitude Endurance Unmanned Aerial Vehicle (HAEUAV)

Speed: 340 kts
Range: 2,800NM
Endurance: 30 Hours
Sensors: ISAR Radar, EO/IR

The RQ-4A is a leased system that will require no improvements in the revised Deepwater implementation plan. The baseline capability of the platform is substantial. The HAEUAV will have a sophisticated sensor suite with ISAR radars and EO/IR cameras that will feed the national Common Operational Picture/MDA. The airframe will be equipped with a Specific emitter ID capability and AIS to feed the Intelligence-Information Collection and Sharing. The quantity of
HAEUAVs in the system has been reduced to reflect the strategic utilization of the platform in future years.

The FY06 budget request does not fund any capital investment in HAEUAVs, since this aircraft will be leased
from the supplier once the Deepwater infrastructure to support it has been fully implemented.
Cost per unit: will be leased Planned Quantity: 4

Aircraft Crashes & Accidents

(Since 1993)

June 28, 2006 - HC-130H # 1710 suffered damage during landing on St. Paul Island, in the Bering Sea. The Kodiak based aircraft was on a logistics mission, transporting equipment. After the aircraft touched down, it departed the left side of the runway, damaging the right wing and separating one of the four propellers. The aircraft came to rest 50 yards left of the runway. There were no reported injuries to the nine Coast Guard personnel on board the aircraft.

February 11, 2006 - HH-65B # 6546 from CGAS Humboldt Bay crashed into the surf off Eureak, CA while rescuing several persons in the water. The crew survived without injury. The helo washed ashore.

December 8, 2004 - HH-60J # 6020 from CGAS Kodiak was evacuating crewmembers off the grounded Malaysian freighter Selendang Ayu off Unalaska Island when it was engulfed by a huge wave of water. The engines flamed out and the helicopter fell into the sea. An HH-65 rescued the three Coast Guard aviators, who were wearing survival suits, and one of the crewmen. After transporting the four crash survivors to Dutch Harbor, the HH-65 returned to hoist the 6020 rescue swimmer and Selendang Ayu master from the bow section of the sinking vessel.

June 8, 1997 - HH-65A # 6549 from CGAS Humboldt Bay was responding to a sailing vessel taking on water at night in poor weather conditions and high seas. It is believed that the aircraft impacted the water while attempting to make an approach to the vessel. The four man crew perished.

July 12, 1994 - HH-65A # 6541 from CGAS Humboldt Bay was responding to a grounded sailing vessel. It was dark and the weather was poor as the crew attempted to descend through the fog to assist the vessel in distress. The helicopter impacted the side of a cliff and the entire four man crew was lost.

August 31, 1993 - HH-65A # 6594 from CGAS Brooklyn was delivering aids to navigation personnel and equipment to the Ambrose light tower. The helicopter landed short of the elevated helipad. The left main gear struck the edge of the pad, resulting in a rollover. The aircraft fell to the sea 100 feet below. Both pilots perished in the accident.

USCG Surface Asset Guide

Legend Class National Security Cutter (NSC/WMSL) (under construction)

Length: 418 feet
Speed: 28 kts
Displacement: 4,300 tons
Range: 12,000 nautical miles
Propulsion: CODAG (Combined Diesel and Gas) 1 Gas Turbine, 2 Diesels/Bow Thruster
Endurance: 60 Days
Aircraft: (2) HH-60/HH-65 helicopters or (4) VUAV unmanned aircraft
Boats: (2) Long Range Interceptors operating up to 200 miles away from NSC and (1) Short

Range Prosecutor
Crew (max): 18 Officers, 106 Enlisted
Armament: 57mm gun and MK 160 Gun Fire Control System, Close-In Weapons System with a SLQ-32 Electronic Warfare System, cruise-missile defenses with countermeasures consisting of SRBOC/NULKA chaff and rapid decoy launcher and Specific Emitter Identification (SEI) Sensor System that identifies other boats by their unique noise and radio waves. Will also include CBR defense capabilities. Four .50 cal machine guns also.

Hull	Name	INT. C/S	Homeport	Remarks
WMSL 750	Bertholf	NBCQ	Alameda, CA	95% complete
WMSL 751	Waesche		Alameda, CA	30% complete
WMSL 752			Alameda, CA	

The NSC was designed to be the flagship of the fleet – capable of meeting all maritime security mission needs.The NSC contributes to Intelligence Collection/Information Sharing through a sophisticated S/SCIF, SEI sensors and increased data exchange bandwidth. The NSC's Deepwater and DoD interoperability capabilities are enhanced with DHS- and local responderinteroperable radio communications. The NSC flight deck will accommodate all variants of DHS and DoD HH-60 helicopters to provide enhanced interoperability with interagency and inter-service counter-terrorism teams. The NSC will now be fully integrated with the National Distress Response Modernization Program, known as RESCUE 21, which will provide the port commanders with real-time tracking of the NSC and seamless Common Operational Picture/MDA data sharing, including the Automated Identification System (AIS). The NSC Anti-Terrorism/Force Protection suite will include underwater sonar that will allow the cutter to scan ports, approaches, facilities and high-value assets for underwater, minelike devices and detect swimmers. The cutter's small arms mounts will be remote operated and fully integrated with the cutter's radar and infrared sensors such that the cutter and high-value assets under its protection can be protected from a USS COLE-like incident. The Maritime Security Capabilities allow cutter's weapons and command and control suite to be upgraded and hardened to better survive potential terrorist incidents and process increased data flow. This will include SRBOC/NULKA missile defense system with CIWS, SLQ-32, and a medium caliber deck gun (57MM) that will provide the ability to stop rogue merchant vessels far from shore. An integrated CBRNE Detection and Defense capability allows the NSC to remain on scene and operate in Weapons of Mass Destruction (WMD) scenarios.
Cost per unit: $355 million
Planned Quantity: 6-8 cutters

Hamilton Class High-Endurance Cutter

Length: 378 feet
Speed: 29 kts
Displacement: 3,300 tons
Range: 9,000 nautical miles
Propulsion: CODAG (Combined Diesel and Gas) 2 Gas Turbines, 2 Diesels
Aircraft: 1 MH-68/HH-65 helicopter
Crew: 167
Years Built: 1967-1972
Armament: 76mm gun, 1 20mm Phalanx CIWS, cruise-missile defenses with countermeasures consisting of 2 SRBOC chaff and rapid decoy launchers. Two .50 caliber machine guns, 2 25mm Bushmaster guns.
Remarks: Large frigate-like patrol ships, intended for open-ocean, long-range operations. Equipped with SIPRNET. The 378-foot cutters typically operate 185 days away from home port per year. USCGC Muno is slated to change homeport to Kodiak in 2007.

Hull	Name	INT. C/S	Homeport	Remarks
WHEC 715	Hamilton	NMAG	San Diego, CA	
WHEC 716	Dallas	NPCR	Charleston, SC	On New England fisheries patrol 10-11-07
WHEC 717	Mellon	NMEL	Seattle, WA	
WHEC 718	Chase	NLPM	San Diego, CA	
WHEC 719	Boutwell	NYCQ	Alameda, CA	
WHEC 720	Sherman	NMMJ	Alameda, CA	
WHEC 721	Gallatin	NJOR	Charleston, SC	Returned from Caribbean patrol 10-16-07
WHEC 722	Morgenthau	NDWA	Alameda, CA	
WHEC 723	Rush	NLVS	Honolulu, HI	
WHEC 724	Munro	NGDF	Kodiak, AK	
WHEC 725	Jarvis	NAQD	Honolulu, HI	
WHEC 726	Midgett	NHWR	Seattle, WA	Returned from Alaskan fisheries patrol 11-13-07

Offshore Patrol Cutter (OPC/WMSM)

Length: 350 feet
Displacement: 3,200 Tons
Speed: 27 kts
Range: 9,000 nautical miles
Propulsion: 4 Diesels
Endurance: 45 Days
Aircraft: 2 HH-65 or 4 HV-911
Boats: 2 LRI or 2 SRP
Crew: 16 Officers, 75 Enlisted
Armament: 57MM Cannon, MK15 CIWS, SLQ-32, SRBOC/NULKA

The OPC is currently in concept design. The revised Deepwater implementation plan provides additional capabilities to
reflect the domestic environment changes post-9/11. The OPC is designed to contribute to Intelligence
Collection/Information Sharing through a sophisticated S/SCIF, SEI sensors and increased data exchange bandwidth. The OPC's Deepwater and DoD interoperability capabilities are enhanced with DHS- and local responder-interoperable radio communications. The OPC flight deck will accommodate all variants of DHS and DoD HH-60 helicopters. The OPC will now be fully integrated with the National Distress Response Modernization Program, known as RESCUE 21, which will provide the port commanders with real-time tracking of the OPC and seamless Common Operational Picture/MDA data sharing, including the Automated Identification System (AIS). The cutter's two-person manually operated small arms mounts will be remote operated and fully integrated with the cutters, radar and infrared sensors such that the cutter and high-value assets under its protection can be protected from a USS COLE-like incident. The Maritime Security Capabilities allow cutter's weapons and command and control suite to be upgraded and hardened to better survive potential terrorist incidents and process increased data flow. This will include a medium caliber deck gun (57MM) that will provide the ability to stop rogue merchant vessels far from shore. The OPC speed will increase from 22 to 27 knots providing exceptional response and reaction capability. This increased transit speed will allow for more time on station protecting port approaches. An integrated Chemical, Biological, and Radiological, Detection and Defense (CBRD&D) capability allows the OPC to remain on scene and operate in Weapons of Mass Destruction (WMD) scenarios.

Famous Class Medium-Endurance Cutter

Length: 270 feet
Speed: 19 kts
Displacement: 1,800 tons
Range: 12,000 nautical miles
Propulsion: 2 Diesels
Aircraft: 1 MH-68/HH-65 helicopter
Crew: 100
Years Built: 1983-1991
Armament: 76mm gun, cruise-missile defenses with countermeasures consisting of 2 SRBOC chaff and rapid decoy launchers and SLQ-32 EW system. Two .50 caliber machine guns.
Remarks: Multipurpose cutters designed for general patrol duties; fitted with a telescoping helicopter hangar. Designed for 14-day patrols, they are commonly forced to carry out 90-day patrols in the Caribbean. Equipped with ALE & SIPRNET.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 901	Bear	NRKN	Portsmouth, VA	On patrol 11-13-07
WMEC 902	Tampa	NIKL	Portsmouth, VA	
WMEC 903	Harriet Lane	NHNC	Portsmouth, VA	On patrol 11-13-07
WMEC 904	Northland	NLGF	Portsmouth, VA	
WMEC 905	Spencer	NWHE	Boston, MA	
WMEC 906	Seneca	NFMK	Boston, MA	
WMEC 907	Escanaba	NNAS	Boston, MA	On patrol 11-13-07
WMEC 908	Tahoma	NCBE	Kittery, ME	On patrol 11-13-07
WMEC 909	Campbell	NRDC	Kittery, ME	On patrol 11-13-07
WMEC 910	Thetis	NYWL	Key West, FL	
WMEC 911	Forward	NICB	Portsmoth, VA	
WMEC 912	Legare	NRPM	Portsmouth, VA	
WMEC 913	Mohawk	NRUF	Key West, FL	

Reliance Class Medium-Endurance Cutter

Length: 210 feet
Speed: 18 kts
Displacement: 1,020 tons
Range: 12,000 nautical miles
Propulsion: 2 Diesels
Aircraft: 1 MH-68/HH-65 helicopter
Crew: 75
Years Built: 1964-1969
Armament: 1 25mm gun, two .50 caliber machine guns.
Remarks: Equipped with SIPRNET.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 615	Reliance	NJPJ	Kittery, ME	
WMEC 616	Diligence	NMUD	Wilmington, NC	
WMEC 617	Vigilant	NHIC	Cape Canaveral, FL	Returned from Caribbean patrol 11-2-07
WMEC 618	Active	NRTF	Port Angeles, WA	

WMEC 619 Confidence	NHKW	Cape Canaveral, FL	Returned from Caribbean patrol 10-11-07
WMEC 620 Resolute	NRLT	St. Petersburg, FL	Returned from Caribbean patrol 10-5-07
WMEC 621 Valiant	NVAI	Miami Beach, FL	Returned from Caribbean patrol 10-27-07
WMEC 623 Steadfast	NSTF	Astoria, OR	
WMEC 624 Dauntless	NDTS	Galveston, TX	Returned from Caribbean patrol 9-19-07
WMEC 625 Venturous	NVES	St. Petersburg, FL	In overhaul in Baltimore
WMEC 626 Dependable	NOWK	Cape May, NJ	Returned from Florida Straits patrol 9-20-07
WMEC 627 Vigorous	NQSP	Cape May, NJ	
WMEC 629 Decisive	NUHC	Pascagoula, MS	
WMEC 630 Alert	NZVE	Astoria, OR	

Alex Haley Class Large Patrol Cutter

Length: 282 feet
Speed: 18 kts
Displacement: 3,000 tons
Range: 12,000 nautical miles
Propulsion: 4 Diesels
Aircraft: 1 MH-68/HH-65/HH-60J helicopter
Crew: 99
Built: 1971
Armament: 2 25mm guns, two .50 caliber machine guns.
Remarks: Former USN salvage tug transferred to USCG and converted to operate in Alaskan waters as a patrol and rescue ship. The conversion included addition of a helicopter deck aft. The ship retains a heavy towing capability, but most salvage gear was removed. A helo hangar has now been added.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 39	Alex Haley	NZPO	Kodiak, AK	

Diver Class Patrol Cutter

Length: 213 feet
Speed: 15 kts
Displacement: 1,750 tons
Range: 9,000 nautical miles
Propulsion: 4 Diesels
Aircraft: none
Crew: 75
Built: 1944
Armament: Two .50 caliber machine guns.
Remarks: Sole survivor of six USN salvage ships and fleet tugs transferred to the USCG. Long overdue for replacement, but will continue in service for at least a few more years, in Alaskan waters. Conversion for USCG service included removal of all salvage and towing gear.

Hull	Name	INT. C/S	Homeport	Remarks

WMEC 167 Acushnet NNHA Kodiak, AK

Fast Response Cutter-A (FRC-A)

Length: Around 140 feet
Displacement: Around 325 Tons
Speed: 28+ kts
Range: 4,230NM
Propulsion: TBD
Endurance: 7 Days
Aircraft: None
Boats: 1 SRP
Crew: 2 Officers, 20 Enlisted
Armament: 25MM Gun, .50 cal machine guns
Remarks: Planned as the smallest of three major classes of Coast Guard cutters, the Fast Response Cutter will be able to deploy independently to conduct the service's missions, such as ports, waterways and coastal security, fishery patrols, drug and illegal migrant law enforcement, search and rescue, and national-defense operations. The $24-billion, 25-year post-9/11 Deepwater Implementation Plan calls for 58 FRC A and B class end-state assets. The FRC will be built to deliver all required capabilities to the Coast Guard in a way that will enhance the safety and well-being of its crew and allow the Coast Guard to execute its assigned missions more effectively, efficiently, and safely.

The Deepwater Program temporarily suspended design work February 2006 on the FRC-A due to technical risk. Because of the Coast Guard's urgent need for patrol boats, the Coast Guard then began work on a "dual path" approach that includes an interim strategy to acquire a B-class vessel until technical risks with the A-class design can be mitigated.

Fast Response Cutter-B (FRC-B)

Length: Around 120-160 feet
Displacement: Around 325 Tons
Speed: 28+ kts
Range: 4,230NM
Propulsion: TBD
Endurance: 7 Days
Aircraft: None
Boats: 1 SRP
Crew: 2 Officers, 20 Enlisted
Armament: 25MM Gun, .50 cal machine guns
Remarks: The Coast Guard issued a Request for Information in April 2006 as part of the B-class strategy to obtain information on available, proven patrol boat designs that could potentially meet the requirements for the FRC-B Replacement Patrol Boat. Based on review of 27 designs submitted by 19 firms under this RFI, the Coast Guard determined that the existing patrol boat market could meet top level FRC-B requirements with minimal design modifications. The Acquisition Directorate's strategy to use a "parent craft" design based on a proven, in-service patrol boat will reduce technical risk and design development time. In addition, design and production efforts will be combined into one competitive RFP, thus saving time over separate design and production RFPs.

The Coast Guard issued the RFP for the design and production of the FRC-B in May 2007, with the first of 12 boats scheduled for delivery in Spring 2010.

Cyclone Class Coastal Patrol Ships

Length: 179 feet
Speed: 35 kts
Displacement: 370 tons
Range: 2,000 nautical miles
Propulsion: 4 Diesels
Aircraft: none
Crew: 27
Built: 1993-2000
Armament: 1 25mm Bushmaster low-angle gun, 1 25mm Bushmaster/40mm grenade launcher, 1 Stinger SAM station (6 missiles), 1 40mm grenade launcher, 2 .50 cal machine guns, two 7.62mm machine guns
Remarks: The 179-foot Cyclone Class Patrol Coastal Boats will conduct Homeland Security, Search and Rescue and Law Enforcement operations in the Caribbean and Gulf of Mexico. The Cyclone class patrol boats will fill a gap in Coast Guard resources at a time when the service's inventory of 110-foot patrol boats are being converted to 123-foot cutters and the rest of the fleet continues a historic, high operational tempo.

Hull	Name	INT. C/S	Homeport	Remarks
WPC 2	Tempest	NTAC	Pascagoula, MS	
WPC 4	Monsoon	NMSN	San Diego, CA	
WPC 8	Zephyr	NZEP	San Diego, CA	
WPC 13	Shamal	NSHA	Pascagoula, MS	
WPC 14	Tornado		Pascagoula, MS	

123 Foot Island Class Patrol Boat (Decommissioned)

Length: 123 feet
Speed: 27 kts
Displacement: 176 tons
Range: 3,180 nautical miles
Propulsion: 2 Diesels
Aircraft: none
Crew: 16
Built: 1986-1992
Armament: 1 25mm Bushmaster gun, two .50 cal machine guns
Remarks: General-purpose patrol boats, suited mainly for SAR and law enforcement. They have been extensively upgraded including lengthening to 123 feet with a stern-launch small boat facility, replacement of the superstructure, re-arrangment of internal spaces, and new electronics and communication gear. Conversion of 110 foot boats to 123 feet was stopped at 8 hulls. Carry 1 SRP boat.
All vessels are suffering from severe hull fatigue and are unable to make deployments.
In February 2007 all the 123s were reported to be in Baltimore.

Hull	Name	INT. C/S	Homeport
WPB 1303	Matagorda	NBHW	Baltimore, MD
WPB 1317	Attu	NABS	Baltimore, MD
WPB 1325	Metompkin	NBKZ	Baltimore, MD
WPB 1328	Padre	NDCX	Baltimore, MD

WPB 1302 Manitou	NAEP	Baltimore, MD	
WPB 1305 Monhegan	NEGS	Baltimore, MD	
WPB 1306 Nunivak	NHPX	Baltimore, MD	
WPB 1308 Vashon	NJEH	Baltimore, MD	

110 Foot Island Class Patrol Boat

Length: 110 feet
Speed: 29 kts
Displacement: 154 tons
Range: 1,900 nautical miles
Propulsion: 2 Diesels
Aircraft: none
Crew: 16
Built: 1986-1992
Armament: 1 25mm Bushmaster gun, two .50 cal machine guns
Remarks: General-purpose patrol boats, suited mainly for SAR and law enforcement. They were constructed in three batches, with various impovements and changes. Although intended for 10-14 day local patrols, they are making Caribbean patrols of up to 60 days. Planned for a service life of only 15 years. Conversion of 110 foot boats to 123 feet was stopped at 8 hulls.

Hull	Name	INT. C/S	Homeport	Remarks
WPB 1301	Farallon	NABK	Miami Beach, FL	
WPB 1304	Maui	NBEI	Miami Beach, FL	Deployed to CENTCOM
WPB 1307	Ocracoke	NGBL	San Juan, PR	To change homeport to Miami. Logged in Baltimore 10-13-07
WPB 1309	Aquidneck	NBTC	Atlantic Beach, NC	Deployed to CENTCOM
WPB 1310	Mustang	NJSH	Seward, AK	
WPB 1311	Naushon	NEWR	Ketchikan, AK	
WPB 1312	Sanibel	NDCK	Woods Hole, MA	
WPB 1313	Edisto	NLKY	San Diego, CA	
WPB 1314	Sapelo	NHKD	Key West, FL	
WPB 1315	Matinicus	NDIS	San Juan, PR	
WPB 1316	Nantucket	NKVQ	Miami Beach, FL	To decommission
WPB 1318	Baranof	NCUI	Miami Beach, FL	Deployed to CENTCOM
WPB 1319	Chandeleur	NFFS	Miami Beach, FL	
WPB 1320	Chincoteague	NAOI	Key West, FL	
WPB 1321	Cushing	NOFR	San Juan, PR	
WPB 1322	Cuttyhunk	NEDI	Port Angeles, WA	In Baltimore 11-15-07
WPB 1323	Drummond	NHSD	Key West, FL	
WPB 1324	Key Largo	NGEI	Key West, FL	
WPB 1326	Monomoy	NKEC	Woods Hole, MA	Deployed to CENTCOM
WPB 1327	Orcas	NTBZ	Coos Bay, OR	
WPB 1329	Sitkinak	NBNW	Miami Beach, FL	
WPB 1330	Tybee	NERH	Woods Hole, MA	
WPB 1331	Washington	NVMJ	Apra Harbor, Guam	
WPB 1332	Wrangell	NFWC	South Portland, ME	Deployed to CENTCOM
WPB 1333	Adak	NZRW	Sandy Hook, NJ	Deployed to CENTCOM
WPB 1334	Liberty	NJHT	Auke Bay, AK	
WPB 1335	Anacapa	NEXY	Petersburg, AK	
WPB 1336	Kiska	NUSF	Hilo, HI	
WPB 1337	Assateague	NDRV	Apra Harbor, Guam	

WPB 1338	Grand Isle	NABD	Gloucester, MA	
WPB 1339	Key Biscayne	NGYS	St. Petersburg, FL	
WPB 1340	Jefferson Island	NORW	South Portland, ME	
WPB 1341	Kodiak Island	NWHD	St. Petersburg, FL	Spotted in yards in Rhode Island 12-06
WPB 1342	Long Island	NOQU	Valdez, AK	
WPB 1343	Bainbridge Island	NLIL	Sandy Hook, NJ	
WPB 1344	Block Island	NPBB	Atlantic Beach, NC	
WPB 1345	Staten Island	NSEL	Atlantic Beach, NC	
WPB 1346	Roanoke Island	NEXP	Homer, AK	
WPB 1347	Pea Island	NCSR	St. Petersburg, FL	
WPB 1348	Knight Island	NMFN	St. Petersburg, FL	
WPB 1349	Galveston Island	NRLP	Honolulu, HI	

87 Foot Marine Protector Class Patrol Boat

Length: 87 feet
Speed: 25 kts
Displacement: 91 tons
Range: 900 nautical miles
Propulsion: 2 Diesels
Aircraft: none
Crew: 10
Built: 1998-2005
Armament: Two .50 cal machine guns
Remarks: The newly designed 87' Coastal Patrol Boat has several enhancements over the aging 82s, including improved mission sea keeping abilities (up to sea state 5) and significantly upgraded habitability.It also employs an innovative stern launch and recovery system using an Aluminum hulled inboard diesel powered waterjet small boat. The vastly larger pilot house is equipped with an integrated bridge system including an electronic chart display system (ECDIS) which interfaces with the CG's new surface search radar. SWIII computers along with a fiber optic network will also be installed, allowing the crew to access the vessel's CD-ROM tech pubs and drawings.

Hull	Name	INT. C/S	Homeport	Remarks
WPB 87301	Barracuda NIUD		Eureka, CA	
WPB 87302	Hammerhead	NHAM	Woods Hole, MA	
WPB 87303	Mako	NYVC	Cape May, NJ	
WPB 87304	Marlin	NJZP	Ft. Meyers, FL	
WPB 87305	Stingray	NBRG	Mobile, AL	
WPB 87306	Dorado	NJEC	Crescent City, CA	
WPB 87307	Osprey	NBRF	Port Townsend, WA	
WPB 87308	Chinook	NZPU	New London, CT	
WPB 87309	Albacore	NZRG	Little Creek, VA	
WPB 87310	Tarpon	NTWX	Tybee Island, GA	
WPB 87311	Cobia	NTXJ	Mobile, AL	
WPB 87312	Hawksbill	NTXR	Monterey, CA	
WPB 87313	Cormorant	NTMF	Ft. Pierce, FL	
WPB 87314	Finback	NTMR	Cape May, NJ	
WPB 87315	Amberjack	NTMV	Port Isabel, TX	
WPB 87316	Kittiwake	NTNL	Nawiliwili, HI	
WPB 87317	Blackfin	NTQA	Santa Barbara, CA	
WPB 87318	Bluefin	NRKI	Ft. Pierce, FL	
WPB 87319	Yellowfin	NRKG	Charleston, SC	

WPB 87320	Manta	NRKD	Freeport, TX	
WPB 87321	Coho	NARU	Panama City, FL	
WPB 87322	Kingfisher	NPAL	Mayport, FL	
WPB 87323	Seahawk	NZTM	Carrabelle, FL	
WPB 87324	Steelhead	NITU	Port Aransas, TX	
WPB 87325	Beluga	NZSR	Little Creek, VA	
WPB 87326	Blacktip	NMHU	Oxnard, CA	
WPB 87327	Pelican	NFSH	Abbeville, LA	
WPB 87328	Ridley	NRDD	Montauk, NY	
WPB 87329	Cochito	NDCV	Little Creek, VA	
WPB 87330	Man-O-War	NJQA	Galveston, TX	
WPB 87331	Moray	NJZP	Jonesport, ME	
WPB 87332	Razorbill	NJSJ	Gulfport, MS	
WPB 87333	Adelie	NTRK	Port Angeles, WA	
WPB 87334	Gannet	NUGW	Fort Lauderdale, FL	
WPB 87335	Narwhal	NTHA	Corona Del Mar, CA	
WPB 87336	Sturgeon	NTGT	Grand Isle, LA	
WPB 87337	Sockeye	NAVC	Bodega Bay, CA	
WPB 87338	Ibis	NWBC	Cape May, NJ	
WPB 87339	Pompano	NVIP	Gulfport, MS	
WPB 87340	Halibut	NNGH	Marina Del Rey, CA	
WPB 87341	Bonito	NNGB	Pensacola, FL	
WPB 87342	Shrike	NPBG	Port Canaveral, FL	
WPB 87343	Tern	NEOT	San Franscisco, CA	
WPB 87344	Heron	NEPM	Sabine, TX	
WPB 87345	Wahoo	NEOB	Port Angeles, WA	
WPB 87346	Flying Fish	NAXN	Boston, MA	
WPB 87347	Haddock	NAXP	San Diego, CA	
WPB 87348	Brant	NAYS	Corpus Christi, TX	
WPB 87349	Shearwater	NAYT	Portsmouth, VA	
WPB 87350	Petrel	NAYU	San Diego, CA	
WPB 87352	Sea Lion		Bellingham, WA	
WPB 87353	Skipjack	NFOY	Galveston, TX	
WPB 87354	Dolphin	NAYL	Miami, FL	
WPB 87355	Hawk	NAWH	St. Petersburg, FL	
WPB 87356	Sailfish	NCNF	Sandy Hook, NJ	
WPB 87357	Sawfish	NBCU	Key West, FL	
WPB 87358	Swordfish		Port Angeles, WA	
WPB 87359	Tiger Shark		Newport, RI	
WPB 87360	Blue Shark		Everett, WA	
WPB 87361	Sea Horse		Portsmouth, VA	
WPB 87362	Sea Otter		San Diego, CA	
WPB 87363	Manatee		Ingleside, TX	
WPB 87364	Ahi		Honolulu, HI	
WPB 87365	Pike		San Francisco, CA	
WPB 87366	Terrapin		Bellingham, WA	
WPB 87367	Sea Dragon		Kings Bay, GA	Assigned to MFPU
Kings Bay, GA				
WPB 87368				Under construction at
Bollinger Shipyards, LA				
WPB 87369				Under construction at
Bollinger Shipyards, LA				
WPB 87370				Under construction at
Bollinger Shipyards, LA				
WPB 87371				Under construction at
Bollinger Shipyards, LA				

WPB 87372 Under construction at Bollinger Shipyards, LA
WPB 87373 Under construction at Bollinger Shipyards, LA
WPB 87374 Under construction at Bollinger Shipyards, LA

Healy Class Icebreaker

Length: 420 feet
Speed: 17 kts
Displacement: 16,400 tons
Range: 16,000 nautical miles
Propulsion: 4 Diesels
Aircraft: 2 HH-65s
Crew: 75
Built: 1999

Hull	Name	INT. C/S	Homeport	Remarks
WAGB 20	Healy	NEPP	Seattle, WA	Returned from Arctic deployment 9-30-07

Polar Class Icebreaker

Length: 399 feet
Speed: 20 kts
Displacement: 16,400 tons
Range: 28,000 nautical miles
Propulsion: 3 Gas Turbines, 6 Diesels
Aircraft: 2 HH-65s
Crew: 134
Built: 1976
Armament: none
Remarks: These cutters, specifically designed for open-water icebreaking have reinforced hulls, special icebreaking bows, and a system that allows rapid shifting of ballast to increase the effectiveness of their icebreaking. They serve in Arctic/Antarctic serving science and research as well as providing supplies to remote stations. Both Polar Class icebreakers are under the control of Pacific Area, Ice Operations Section.

Hull	Name	INT. C/S	Homeport	Remarks
WAGB 10	Polar Star	NBTM	Seattle, WA	Mothballed 6-30-06
WAGB 11	Polar Sea	NRUO	Seattle, WA	Returned from Antarctica 4-3-07

Mackinaw Class Icebreaker

Length: 240 feet
Speed: 15 kts
Displacement: 3,500 tons
Range: 4,000 nautical miles

Propulsion: 3 Diesels, Bow Thruster
Aircraft: none
Crew: 50
Built: 2005
Armament: none
Remarks: A new icebreaker to replace the current Mackinaw. A dual icebreaker/buoy tender combination.

Hull	Name	INT. C/S	Homeport	Remarks
WLBB 30	Mackinaw	NBGB	Cheboygan, MI	

Juniper Class Seagoing Buoy Tender

Length: 225 feet
Speed: 15 kts
Displacement: 2,000 tons
Range: 6,000 nautical miles
Propulsion: 2 Diesels
Crew: 40
Built: 1996-2004
Armament: Two .50 cal machine guns
Remarks: These are large, highly capable, multirole ships. There is a 15-ton hydraulic crane forward and there is a built-in oil spill recovery system. 45 day endurance. Capable of operations in 8-foot seas. Freshwater icebreaking capability. The 225' WLB is equipped with a single controllable pitch propeller, bow and stern thrusters which give the cutter the maneuverability it needs to tend buoys offshore and in restricted waters. Some are ALE equipped.

Hull	Name	INT. C/S	Homeport	Remarks
WLB 201	Juniper	NDBC	Newport, RI	
WLB 202	Willow		Newport, RI	
WLB 203	Kukui	NKJU	Honolulu, HI	
WLB 204	Elm	NRPK	Atlantic Beach, NC	
WLB 205	Walnut	NZNE	Honolulu, HI	
WLB 206	Spar	NJAR	Kodiak, AK	
WLB 207	Maple	NWBE	Sitka, AK	
WLB 208	Aspen	NTUG	San Franscisco, CA	
WLB 209	Sycamore	NTGG	Cordova, AK	
WLB 210	Cypress	NCPI	Mobile, AL	
WLB 211	Oak	NAXQ	Charleston, SC	
WLB 212	Hickory	NAZJ	Homer, AK	
WLB 213	Fir	NAYV	Astoria, OR	
WLB 214	Hollyhock	NHHF	Port Huron, MI	
WLB 215	Sequoia	NBHF	Apra Harbor, Guam	
WLB 216	Alder	NGML	Duluth, MI	

Keeper Class Coastal Buoy Tender

Length: 175 feet
Speed: 12 kts
Displacement: 840 tons

Range: 2,000 nautical miles
Propulsion: 2 Diesels, 2 Z-Drives
Crew: 24
Built: 1996-2000
Remarks: Scaled-down version of the Juniper class with a 10 ton hydraulic crane forward; freshwater icebreaking capability, and oil spill recovery system. They are the first Coast Guard cutters equipped with Z-Drive propulsion units instead of the standard propeller and rudder configuration. They are designed to independently rotate 360 degrees. Combined with a thruster in the bow, they give the Keeper -class cutters unmatched maneuverability.

Hull	Name	INT. C/S	Homeport	Remarks
WLM 551	Ida Lewis	NISS	Newport, RI	
WLM 552	Katherine Walker	NKFW	Bayonne, NJ	
WLM 553	Abbie Burgess	NVAF	Rockland, ME	
WLM 554	Marcus Hanna	NMGH	South Portland, ME	
WLM 555	James Rankin	NUVD	Baltimore, MD	
WLM 556	Joshua Appleby	NJTH	St. Petersburg, FL	
WLM 557	Frank Drew	NKDL	Portsmouth, VA	In Baltimore 11-6-07
WLM 558	Anthony Petit	NERW	Ketchikan, AK	
WLM 559	Barbara Mabrity	NERA	Mobile, AL	
WLM 560	William Tate	NNIA	Philadelphia, PA	
WLM 561	Harry Claiborne	NNIC	Galveston, TX	
WLM 562	Maria Bray		Mayport, FL	
WLM 563	Henry Blake		Seattle, WA	
WLM 564	George Cobb		San Pedro, CA	

100 Foot Inland Buoy Tender

Length: 100 feet
Speed: 10 kts
Displacement: 226 tons
Range: 2,700 nautical miles
Propulsion: 2 Diesels
Crew: 15
Built: 1945, 1964

Hull	Name	INT. C/S	Homeport	Remarks
WLI 313	Bluebell	NODD	Portland, OR	
WLI 642	Buckthorn	NADT	Sault St. Marie, MI	

65 Foot Inland Buoy Tender

Length: 65 feet
Speed: 10 kts
Displacement: 70 tons
Range: 1,300 nautical miles
Propulsion: 2 Diesels
Crew: 8
Built: 1946-1954

Hull	Name	Homeport	Remarks

WLI 65303	Blackberry	Long Beach, NC	
WLI 65400	Bayberry	Seattle, WA	Mothballed 12-6-05. Logged in Sector Charleston 10-25-06
WLI 65401	Elderberry	Petersburg, AK	

160 Foot Inland Construction Tender

Length: 160 feet
Speed: 11 kts
Displacement: 460 tons
Range: 5,350 nautical miles
Propulsion: 2 Diesels
Crew: 14
Built: 1976-1977
Remarks: Large, modern inland construction tenders. Self-contained ships, not requiring a separate work barge; they have a large crane on a long working deck.

Hull	Name	INT. C/S	Homeport	Remarks
WLIC 800	Pamlico	NAYE	New Orleans, LA	
WLIC 801	Hudson	NCWX	Miami, FL	
WLIC 802	Kennebec	NRDJ	Portsmouth, VA	
WLIC 803	Saginaw	NJOY	Mobile, AL	

100 Foot Inland Construction Tender

Length: 100 feet
Speed: 10 kts
Displacement: 218 tons
Range: 2,700 nautical miles
Propulsion: 2 Diesels
Crew: 14
Built: 1944
Remarks: Smilax pushes a 70' construction barge.

Hull	Name	INT. C/S	Homeport	Remarks
WLIC 315	Smilax	NRYN	Atlantic Beach, NC	

75 Foot Inland Construction Tender

Length: 75 feet
Speed: 9 kts
Displacement: 140 tons
Range: 2,500 nautical miles
Propulsion: 2 Diesels
Crew: 13
Built: 1962-1966
Remarks: The 75' WLICs push 68' and 84' construction barges. The barges are equipped with

cranes and other ATON equipment to drive piles and work the smaller sized buoys.

Hull	Name	Homeport	Remarks
WLIC 75301	Anvil	Charleston, SC	
WLIC 75302	Hammer	Mayport, FL	
WLIC 75303	Sledge	Baltimore, MD	
WLIC 75304	Mallet	Corpus Christi, TX	
WLIC 75305	Vise	St. Petersburg, FL	
WLIC 75306	Clamp	Galveston, TX	
WLIC 75309	Hatchet	Galveston, TX	
WLIC 75310	Axe	Mobile, AL	

65 Foot River Buoy Tender

Length: 65 feet
Speed: 10 kts
Displacement: 146 tons
Range: 3,500 nautical miles
Propulsion: 2 Diesels
Crew: 12
Built: 1960-1962
Remarks: Tug-type tenders for the western rivers; each pushes a buoy barge.

Hull	Name	Homeport	Remarks
WLR 65501	Ouachita	Chattanooga, TN	
WLR 65502	Cimarron	Paris Landing, TN	
WLR 65503	Obion	Owensboro, KY	
WLR 65504	Scioto	Keokuk, IA	
WLR 65505	Osage	Sewickley, PA	
WLR 65506	Sangamon	Peoria, IL	

75 Foot River Buoy Tender

Length: 75 feet
Speed: 10 kts
Displacement: 150 tons
Range: 3,100 nautical miles
Propulsion: 2 Diesels
Crew: 19
Built: 1964-1970
Remarks: Tug-type tenders for the western rivers; each pushes a 90 foot barge.

Hull	Name	Homeport	Remarks
WLR 75401	Gasconade	Omaha, NE	
WLR 75402	Muskingum	Sallisaw, OK	
WLR 75403	Wyaconda	Dubuque, IA	
WLR 75404	Chippewa	Paris Landing, TN	
WLR 75405	Cheyenne	St. Louis, MO	
WLR 75406	Kickapoo	Vicksburg, MS	

WLR 75407	Kanawha	Pine Bluff, AR
WLR 75408	Patoka	Greenville, MS
WLR 75409	Chena	Hickman, KY

Kankakee Class 75 Foot River Buoy Tender

Length: 75 feet
Speed: 12 kts
Displacement: 172 tons
Range: 3,100 nautical miles
Propulsion: 2 Diesels
Crew: 19
Built: 1990
Remarks: New tug-type tenders. Push 130 foot buoy barges.

Hull	Name	Homeport	Remarks
WLR 75500	Kankakee	Memphis, TN	
WLR 75501	Greenbrier	Natchez, MS	

49 Foot Stern Loading Buoy Boat

Length: 49 feet
Speed: 10 kts
Displacement: 36 tons
Range: 300 miles
Propulsion: 2 Diesels
Endurance: 4 days
Crew: 4
Built: 1997-2002
Remarks: The BUSL fleet was constructed at the Coast Guard Yard in Baltimore, MD. They are designed to provide a stable, versatile platform capable of operating in ocean harbors, major lakes, or navigable rivers, and can recover short range aids to navigation items. Their A-frame crane is rated at 4,500 lbs.

Hull	Homeport	Remarks
BUSL 49401	ANT Bristol	
BUSL 49402	ANT Sledge/Baltimore	
BUSL 49403	ANT Woods Hole	
BUSL 49404	ANT Saugerties	
BUSL 49405	ANT New York	
BUSL 49406	ANT Moriches	
BUSL 49407	ANT Cape May	
BUSL 49408	ANT Charleston	
BUSL 49409	ANT New York	
BUSL 49410	ANT Long Island Sound	
BUSL 49411	ANT Long Island Sound	
BUSL 49412	ANT Grand Haven	
BUSL 49413	ANT Buffalo	
BUSL 49414	STA Burlington	
BUSL 49415	ANT Panama City	
BUSL 49416	ANT Jacksonville	

BUSL 49417	ANT Boston	Spotted 9-28-06
BUSL 49418	ANT Boston	
BUSL 49419	ANT South Portland	
BUSL 49420	ANT South Portland	
BUSL 49421	ANT Southwest Harbor	
BUSL 49422	ANT Saginaw River	
BUSL 49423	ANT Duluth	
BUSL 49424	ANT Detroit	
BUSL 49425	ANT Crisfield	
BUSL 49426	ANT Corpus Christi	
BUSL 49427	ANT Bristol	
BUSL 49428	ANT Sledge/Baltimore	

55 Foot Aid-to-Navigation Boat

Length: 55 feet
Speed: 21.5 kts
Displacement: 34 tons
Range: 175 miles
Propulsion: 2 Diesels
Endurance: 4-5 days
Crew: 4
Built: 1977-1988
Remarks: The 55-foot boats service small buoys and service fixed structures. They have a lifting capacity of 2,000/3,000 lbs and a cargo capacity of 8,000 lbs. The boats are designed for live-aboard and have small repair shops for repairing ATONS while underway.

Hull	Homeport	Remarks
ANB 55101		
ANB 55102		
ANB 55103		
ANB 55104		
ANB 55105		
ANB 55106		
ANB 55107	ANT Seattle, WA	Spotted 11-16-06
ANB 55108		
ANB 55109	ANT Fort Macon, NC	
ANB 55110	Sabine Pass, TX	
ANB 55111		
ANB 55112		
ANB 55113		
ANB 55114		
ANB 55115	ANT Philadelphia, PA	
ANB 55116		
ANB 55117		
ANB 55118		
ANB 55119		
ANB 55120		
ANB 55121		
ANB 55122		

Bay Class Icebreaking Tug

Length: 140 feet
Speed: 14 kts
Displacement: 690 tons
Range: 1,500 nautical miles
Propulsion: 2 Diesels
Aircraft: none
Crew: 17
Built: 1979-1988
Armament: 2 machine guns
Remarks: The 140-foot Bay-class Cutters are state of the art icebreakers used primarily for domestic ice breaking duties. They are named after American Bays and are stationed mainly in Northeast U.S. and Great Lakes. WTGBs use a low-pressure-air hull lubrication or bubbler system that forces air and water between the hull and ice. This system improves icebreaking capabilities by reducing resistance against the hull, reducing horsepower requirements. ALE equipped.

Hull	Name	INT. C/S	Homeport	Remarks
WTGB 101	Katamai Bay	NRLX	Sault St. Marie, MI	
WTGB 102	Bristol Bay	NRLY	Detroit, MI	
WTGB 103	Mobile Bay	NRUR	Sturgeon Bay, WI	
WTGB 104	Biscayne Bay	NRUS	St. Ignace, MI	
WTGB 105	Neah Bay	NRUU	Cleveland, MI	
WTGB 106	Morro Bay	NMHK	New London, CT	
WTGB 107	Penobscot Bay	NIGY	Bayonne, NJ	
WTGB 108	Thunder Bay	NNTB	Rockland, ME	
WTGB 109	Sturegon Bay	NSXB	Bayonne, NJ	

65 Foot Harbor Tugs

Length: 65 feet
Speed: 10 kts
Displacement: 72 tons
Range: 2,700 nautical miles
Propulsion: 1 Diesel
Crew: 6
Built: 1961-1967
Remarks: They are employed only on the east coast, from Maine to Virginia.

Hull	Name	Homeport	Remarks
WYTL 65601	Capstan	Philadelphia, PA	In Baltimore 11-6-07
WYTL 65602	Chock	Portsmouth, VA	
WYTL 65604	Tackle	Crisfield, MD	
WYTL 65607	Bridle	Southwest Harbor, ME	
WYTL 65608	Pendant	Boston, MA	
WYTL 65609	Shackle	South Portland, ME	
WYTL 65610	Hawser	Bayonne, NJ	
WYTL 65611	Line	Bayonne, NJ	
WYTL 65612	Wire	Saugerties, NY	
WYTL 65614	Bollard	New Haven, CT	
WYTL 65615	Cleat	Philadelphia, PA	

Eagle Training Barque

Length: 295 feet
Speed: 10-18 kts
Displacement: 1,816 tons
Range: 5,450 nautical miles
Propulsion: 1 Diesel
Crew: 50 + 150
Built: 1936
Remarks: Coast Guard Academy training ship

Hull	Name	INT. C/S	Homeport	Remarks
WIX 327	Eagle	NRCB	New London, CT	

Long Range Interceptor (under construction)

Length: 35 feet
Displacement: 6.5 Tons
Speed: 45 kts
Range: 400NM
Endurance: 10 Hours
Crew: 14
Armament: Machine Gun
Remarks: The 25-feet Short Range Prosecutor (SRP) and the new 35-feet Long Ranger Interceptor (LRI) are the two new Rigid-Hull Inflatable small boats being introduced for the Deepwater cutters. The quantity of LRIs are planned to compose a smaller part of Deepwater's final strength in a trade off with the Short Range Prosecutor that maximizes the utility of these two small boat assets. The LRI will now receive critical DHS and DoD C4ISR interoperability improvements including MILSATCOM. The LRI provides the ability for a cutter to deploy an armed boarding or counter-terrorism team over the horizon, up to 100NM from the cutter at speeds of 45kts or more. The enclosed cabin of the boat will provide crew protection for up to 10 hours thereby increasing operational presence and deterrence in security situations. The bow-mounted M242 machine gun provides visible deterrence and stopping power against maritime targets.
FY06 President's Budget Request: Funds the acquisition of 2 LRIs.
Cost per unit: $.7 million
Planned Quantity: 33

Short Range Prosecutor (SRP)

Length: 25 feet
Displacement: 9 Tons
Speed: 32 kts
Range: 200NM
Endurance: 4 Hours
Crew: 2 + 8 PAX
Armament: Small Arms
Remarks: The 25-feet Short Range Prosecutor (SRP) and the new 35-feet Long Ranger Interceptor (LRI) are the two new Rigid-Hull Inflatable small boats being introduced for the Deepwater cutters. The quantity of SRPs will compose a larger component of the Deepwater system in a trade off with the LRI that maximizes the utility of these two small boat assets. The SRP provides the capability to deploy armed boarding teams within 20 miles of the parent cutter

at speeds of 32 knots. The SRP can exchange data with the parent cutter, thereby maintaining a coordinated response posture and respond quickly to security zone breaches. Six SRPs are in service on the 123 foot cutters.
Cost per unit: $.3 million
Planned Quantity: 74-91

47-foot Motor Lifeboat

Length: 47 feet
Remarks: The 47' motor lifeboat is designed as a first response rescue resource in high seas, surf & heavy weather environments. They are built to withstand the most severe conditions at sea and are capable of effecting a rescue at sea even under the most difficult circumstances. They are self-bailing, self-righting, almost unsinkable, and have a long cruising radius for their size. If overturned, the vessel will return to an upright position in 30 seconds or less. It is the replacement for the aging 44' MLB fleet.

There are (presently) 117 operational. The total, to be delivered over 5 years, will be 200.

45-foot Response Boat-Medium

Length: 45 feet
Remarks: To replace the 41-foot boats in service. 180 to 250 boats planned between 2008 and 2018. Built by Marinette Marine.

41-foot Utility Boat

The 41' UTB is the general workhorse at multi-mission units. It is designed to operate under moderate weather and sea conditions where its speed and maneuverability make it an ideal platform for a variety of missions.

There are presently 172 operational boats.

Defender Class Response Boat-Small

Length: 25 feet
Engines: Two 225 HP Four-stroke Gas Honda engines
Max Speed: 45+ knot
Cruising range of 50NM at 35 knots
Minimum crew of 2
Max seas of 6 ft
Survivable in up to 10 ft seas
Armament: Small Arms
Remarks: Developed in a direct response to the need for additional Homeland Security assets in the wake of the September 11th terrorist attacks, the Defender Class boats were procured under an emergency acquisition authority. With a contract for up to 700 standard response boats, the Defender Class acquisition is one of the largest boat buys of its type in the world. The 100 boat Defender A Class (RB-HS) fleet began arriving at units in May 2002 and continued through August 2003. After several configuration changes, most notably a longer cabin and shock mitigating rear seats, the Defender B Class (RB-S) boats were born. This fleet was first delivered to the field in Oct 2003, and there are currently 357 RB-S boats in operation.

The 457 Defender Class boats currently in operation are assigned to the Coast Guards Maritime Safety and Security Teams (MSST), Maritime Security Response Team (MSRT), Marine Safety Units (MSU), and Small Boat Stations throughout the Coast Guard. With an overall length of 25 feet, two 225 horsepower outboard engines, unique turning radius, and gun mounts boat forward and aft, the Defender Class boats are the ultimate waterborne assets for conducting fast and high speed maneuvering tactics in a small deployable package. This is evidenced in the fact that several Defender Class boats are already in operation by other Homeland Security Department agencies as well as foreign military services for their homeland security missions.

Guardian Class Transportable Port Security Boats

Length: 24' 7"
Beam: 8' 0"
Draft: 39"
Engines: Twin outboards

NOTE: USCG Cutters assigned to inland waterways are not assigned international callsigns. International callsigns double as ALE addresses for cutters equipped with ALE.

Deployable Operations Group

The Deployable Operations Group aligns all Coast Guard deployable, specialized forces under a single, unified command which provides organized, equipped, and trained forces to Coast Guard and interagency operational and tactical commanders.

Deployable specialized forces are comprised of approximately 3,000 Coast Guard personnel from 12 Maritime Safety and Security Teams, the Maritime Security Response Team, two Tactical Law Enforcement Teams, eight Port Security Units, three National Strike Teams and the National Strike Force Coordination Center.

The Deployable Operations Group is temporarily sited in Arlington, Va., and is staffed by 101 active duty officers, enlisted, reservists, auxiliary and civilians.

Maritime Safety and Security Teams (MSST) & Maritime Security Response Team (MSRT)

MSSTs were created under the Maritime Transportation Security Act (MTSA) 2002, in direct response to the terrorist attacks on Sept. 11, 2001, and are a part of the Department of Homeland Security's layered strategy directed at protecting our seaports and waterways. MSSTs Provide waterborne and a modest level of shoreside antiterrorism force protection for strategic shipping, high interest vessels and critical infrastructure. MSSTs are a quick response force capable of rapid, nationwide deployment via air, ground or sea transportation in response to changing threat conditions and evolving Maritime Homeland Security (MHS) mission requirements. Multi-mission capability facilitates augmentation for other selected Coast Guard missions.

MSST personnel receive training in Advanced Tactical Boat Operations and Anti-terrorism/ Force protection at the Special Missions Training Center located at Camp Lejeune , N.C.

Modeled after the Port Security Unit (PSU) and Law Enforcement Detachment (LEDET) programs, MSSTs provide a complementary non-redundant capability designed to close critical security gaps in our nations strategic seaports. MSSTs are staffed to support continuous law enforcement operations both ashore and afloat. In addition, MSSTs:

· Jointly staffed to maximize effectiveness executing Port, Waterways, and Coastal Security (PWCS) operations (enforce security zones, port state control boardings, protection of military outloads and major marine events, augment shoreside security at waterfront facilities, detect WMD weapons/agents, and participate in port level antiterrorism exercises).

· Provide enhanced port safety and security and law enforcement capabilities to the economic or military significant port where they are based.

· Deploy in support of National Special Security Events (NSSEs) requiring Coast Guard presence, such as OpSail, Olympics, Republican & Democratic National Conventions, major disasters or storm recovery operations.

· Prototype/employ specialized capabilities to enhance mission performance (K-9 program, radiation detectors, dive program, vertical insertion, running gear entangling systems, less –than-lethal weapons, etc).

· Deploy on board cutters and other naval vessels for port safety and security, drug law enforcement, migrant interdiction or other maritime homeland security mission requirements.

· Support Naval Coastal Warfare requirements during Homeland Defense (HLD) and in accordance with long standing agreements with DOD and the Combatant Commanders (protect strategic shipping, major naval combatants and critical infrastructure at home and abroad)

Capabilities

Maritime interdiction and law enforcement
Anti-terrorism/Force Protection
CBRN-E Detection
Vertical Insertion (commonly referred to as Fast Roping)
Search and Rescue (limited)
Port Protection/Anti-sabotage
Underwater Port Security
Canine Handling Teams (Explosives Detection)
Tactical Boat Operations NCW boat tactics
Non Permissive Compliant Boarding capability

MSSTs

MSST 91101 -- Seattle (Established 2002)
MSST 91102 -- Chesapeake, Va. (Established 2002). Renamed a MSRT in 2006
MSST 91103 -- Los Angeles/Long Beach (Established 2002)
MSST 91104 -- Houston/Galveston (Established 2002)
MSST 91105 -- San Francisco (Established 2003)
MSST 91106 -- Ft. Wadsworth, NY (Established 2003)
MSST 91107 -- Honolulu, HI (Established 2005)
MSST 91108 -- St. Marys, Ga. (Established 2003)
MSST 91109 -- San Diego, CA (Established 2005)
MSST 91110 -- Boston, MA (Established 2003)
MSST 91111 -- Anchorage (Established 2004)
MSST 91112 -- New Orleans (Established 2004)
MSST 91114 -- Miami, FL (Established 2005)

Personnel & Equipment

Each MSST has 75 active duty personnel. Each team has six SAFE boats, three physical security teams, and two canine teams.

A MSRT is an enhanced MSST with pretty much double the capabilities of a MSST.

Port Security Units

Coast Guard Port Security Units (PSUs) are Coast Guard units staffed primarily with selected reservists. They provide waterborne and limited land-based protection for shipping and critical port facilities both INCONUS and in theater.

PSUs can deploy within 24 hours and establish operations within 96 hours after initial call-up. Each PSU has transportable boats equipped with dual outboard motors, and support equipment to ensure mobility and sustainability for up to 30 days. Every PSU is staffed by a combination of reserve and active duty personnel. PSUs require specialized training not available elsewhere in the Coast Guard. Coast Guard Reservists assigned to Port Security Units must complete a 2 week Basic Skills Course at the PSU Training Detachment in Camp LeJeune, NC.

In addition to their most recent support of homeland security operations around the country, PSUs were deployed to the Persian Gulf during Operation Desert Storm in 1990. They also served in Haiti during Operation Uphold Democracy in 1994. In December 2000, PSU 309 from Port Clinton, OH was deployed to the Middle East to provide vital force protection for the Navy assets following the attack on the USS Cole.

PSU 305 Fort Eustis, VA
PSU 307 St. Petersburg, FL
PSU 308, Gulfport MS
PSU 309 Port Clinton, Ohio
PSU 311, Long Beach CA
PSU 312, San Francisco CA
PSU 313, Tacoma WA
PSU Boothbay Harbor
PSU Boston
PSU Burlington
PSU Cape Cod Canal
PSU Castle Hill
PSU Chatham
PSU Concord
PSU Fire Island
PSU Ft. Totten
PSU Gloucester
PSU Honolulu
PSU Humboldt Bay
PSU Jones Beach
PSU Jonesport
PSU Manasquan
PSU Merrimac River
PSU Montauk
PSU Moriches
PSU New Haven

PSU Point Allerton
PSU Point Judith
PSU Portland
PSU Portsmouth Harbor
PSU Providence
PSU Rockaway
PSU Rockland
PSU San Diego
PSU San Juan
PSU Scituate
PSU Shark River
PSU Shinnecock
PSU South Portland
PSU Southwest Harbor
PSU Training Detachment
PSU Woods Hole

Maritime Force Protection Units

MFPUs provide enhanced security for U.S. Navy ballistic missile submarines within the units' homeport transit areas. These submarines generally operate on the surface with other vessel traffic when entering or departing ship channels leading to their homeport, and the MFPU will provide additional security measures while operating under these conditions.

MFPUs are single mission units that have broad law enforcement authority, including the authority to establish, patrol, and enforce exclusionary zones, naval vessel protective zones, restricted navigation areas, and security zones supporting naval operations.

MFPUs

MFPU Kings Bay, GA
MFPU Bangor, WA

MFPUs consist of an 87 foot cutter, small boats, and about 200 personnel.

National Strike Force

The National Strike Force's (NSF) mission is to provide highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all Coast Guard Districts and Federal Response Regions.

The National Strike Force totals over 200 active duty, civilian, reserve, and auxiliary personnel and includes the National Strike Force Coordination Center (NSFCC); the Atlantic Strike Team; the Gulf Strike Team; the Pacific Strike Team; and the Public Information Assist Team (PIAT) located at the NSFCC.

PACAREA TCC-3

The Transportable Communications Center (TCC) is a deployable communications command center. The TCC supports a wide scope of missions including law enforcement, search and rescue, and contingency communications to those area affected by natural disaster or other

phenomena.

The TCC is equipped with: Three HF transceivers capable of 125-400 watts; Two VHF-FM Marine transceivers; Two UHF transceivers and five programmable police band transceivers in the 400-800 MHz range. The TCC is equipped with a LST-5D providing a dual port dama circuit over which one sat voice and one sat data circuit operate.

The TCC is equipped with a KWR-46 and a EPSBRT receiver/demultiplexer enabling operators to monitor the HMCG broadcast and receive Over The Air Receipts of keymat when deployed. The TCC is also equipped with phone patch capability in both clear and encrypted modes.

Lastly, operators may monitor the marine weather fax via the TCC's weather fax receiver.

There are 3 free standing HF antennas and 2 police and fire band antennas. The crew consists of a TCC Leading Petty Officer and 3-5 crew members. The TCC is deployable by ground or HC-130.

When the TCC is jointly deployed with the National Strike Force Mobile Incident CP the combined unit is known as the Mobile Incident Command Center.

CAMSLANT CONTINGENCY COMMS TEAM

(Source file http://www.uscg.mil/lantarea/camslant/CONTINGENCY.ppt)

A team consisting of an OSC, OS1, IT1, MK1 & two ET2's that deploy w/mobile communications trailers or Transportable Communications Centrals (TCC's).
There are two TCC's: TMACC & TMMIC – BOTH are LANTAREA assets maintained and operated by the Contingency Comms Team based out of CAMSLANT located in southern Chesapeake VA close to the VA/NC border.
TMACC = Transportable Multi-Agency Communications Central
TMMIC = Transportable Multi-Mission Communications Central

The TMACC & TMMIC provide comms support when temporary communications facilities are required. They deploy on short notice in support of but not limited to: Natural Disasters (Hurricane relief, etc), Homeland Security OPS, SAR, law enforcement, & COTP OPS.
The Contingency Team remains in B-6 status 24x7/365 for mission readiness. The TCC's are coupled with rugged F-750 tow vehicles and are also C-130 deployable to ensure rapid deployment in response to a variety of mission demands.

What is the Contingency Comms Team?

Commissioned in 1992, TMACC was developed to support joint and multi-agency operations. The TMACC is the larger of the two TCC's. The TMACC is equipped with a broad range of communication and command and control systems that allow for interoperability between Coast Guard, DOD, Customs, DEA, local and state authorities. (Can accommodate 2-3 personnel comfortably, normally manned by 2 personnel.)

Commissioned in 1995, TMMIC was primarily developed to support Coast Guard missions, but can also work with other agencies. TMMIC is the smaller of the two TCC's. (Can accommodate 1 person comfortably, normally manned by 1 person. 2 person max.)

Capabilities

Both units provide capabilities to operate and monitor all Coast Guard frequencies; clear, protected, and secure.

Both units provide multiple record messaging circuits.
Both units can provide Internet, Intranet and limited SIPRNET Access. (dial-up)
TMACC has some additional communication and system capabilities (i.e., ICE Imagery, Officer in Tactical Command Information Exchange Subsystem (OTCIXS), and Customs Over The Horizon Enforcement Net (COTHEN).
Both units can provide interoperability with other Federal, State, and Local frequencies.
Both units provide capabilities to operate and monitor all Coast Guard frequencies; clear, protected, and secure.

Circuit/Capability - Equipment - Classification - Purpose

- VHF/FM 138-174MHZ - Voice - Range: 0 to 50 miles - Motorola Spectra Radio - 3 shared with VHF/AM - Clear/DES

Standard Coast Guard VHF radio capable of protected communications up to SBU (e.g., Channel 16, 22A, 23, 83, LANT LE.).

- VHF/AM 115-152MHZ - Voice - Range: 0 to 50 miles - Motorola Spectra Radio - 3 shared with VHF/FM - Clear/DES

Standard Coast Guard VHF-AM aircraft radio (air-to-ground) capable of protected communications up to SBU. CAMSLANT Contingency personnel will program these radios with frequencies provided by the requesting unit.

- UHF/FM 403-512MHZ - Voice - Range: Ground – 15 to 100 miles; Aircraft 15 to 300+ miles - Motorola Spectra Radio - 2 ea - Clear/DES

Standard Coast Guard aircraft radio capable of protected communications.

- HF 1.6-30MHZ SSB - Primary Voice - Range: 0 to 400+ miles - Micom-2R Transceiver - 1 ea - Clear/Secure

Standard Coast Guard HF radio capable of secure communications up to Secret. Can be used for HF messaging or any other High Frequency requirement.

- MILSATCOM - DAMA Capable - LST-5D - 1 ea - Secure

Coast Guard's primary satellite voice system installed on cutters 110's and above. Circuits include HLS Net, JIATF Surface Net, and JIATF Air Net. Load up to two channels – can only monitor one at a time.

- Satellite Telephone - Portable Iridium Phone - 1 ea - Clear/Secure

Capable of communications up to Secret. Can be used separately as a hand-held radio or as a stand-alone system in the TCC. External antenna system is available. Useful when phone lines are not available.

- Commercial Satellite Voice & Data - INMARSAT Mini-M - 1 ea - Clear/Secure

Primarily used for voice. May be used for data but is very slow (2.4kbps).

- Secure Voice Telephone - STE Phone - 1 ea - Secure

Capable of voice, data up to classification of SECRET. Dedicated landline desired but may be used in conjunction w/Mini-M.

- UHF/FM-AM 225-400MHZ – Voice - Range: Ground – 15 to 100 miles; Aircraft 15 to 300+ miles - URC-200/500 - 1 ea - Clear/Secure

Standard Coast Guard Aircraft radio.

BOTH CAN INTEROPERATE WITH FEDERAL/STATE/LOCAL FREQUENCIES

- UHF/AM 800MHZ - Public Safety Band - Range: 0 to 100 miles - Motorola Spectra - 1 ea - Clear

Interoperable radio capable of communications with the local Police, Fire Departments, and various other Law Enforcement agencies.
Must be programmed onsite to allow for interoperability.

- Cross-band patching - ACU-1000 coupled w/ Motorola Spectra - 1 ea - Clear/DES

Enables different radios/frequencies to be patched together. Used to establish interoperable radio communications with local Police Departments, Fire Departments, and other Law Enforcement agencies.

BOTH PROVIDE MULTIPLE RECORD MESSAGING CIRCUITS

- HF 1.6-30MHZ - High Frequency Data Exchange (HFDX) - Range: 0 to 400+ miles - MICOM-2R Transceiver - 1 ea - Secure

For sending/receiving both classified and unclassified message traffic via the HFDX messaging system. Same system used on the cutter fleet (e.g., 210's/110's.)

- Satellite Data Exchange (SDX) - Mini-M Satellite Telephone - 1 ea - Secure

Dial up system for sending/receiving both classified and unclassified message traffic (210's & PATFORSWA).

- Fleet Satellite Broadcast - KWR-46 - 1 ea - Secure

Receive only message traffic through Navy broadcast circuit up to Top Secret and capable of receiving Over-The-Air-Transfer (OTAT) of cryptographic material.

BOTH CAN PROVIDE INTERNET/INTRANET AND LIMITED SIPRNET ACCESS

- Internet and CGDN+ - TACHYON Satellite - 1 ea - Clear

Provides unclassified Internet/Intranet connectivity comparable to cable modem. Currently supports one terminal.

- SIPRNET/SIPRNET Chat - Secure Messaging Workstation (SMW) - 1 ea - Secure

Dial up through CAMS Modem bank. Extremely limited at 33.3kbps. Primarily used for sending and receiving classified and unclassified record message traffic. Allows SIPRNET connection via classified laptop computer.

TMACC UNIQUE CAPABILITIES

- ICE Imagery - Requires use of MILSATCOM - 1 ea - Secure

Provides chat feature and ability to transfer pictures from CASPER equipped C-130s. Uses MILSATCOM CASPER Net. Streaming video is not available due to limited bandwidth.

- OTCIXS - Requires use of MILSATCOM - 1 ea - Secure

Officer in Tactical Command Information Exchange Subsystem: allows for the transfer of messages, chat, vessel movements with chart displays and areas.

- Customs Over The Horizon Enforcement Net (COTHEN) - 1 ea - Clear/Secure

High Frequency Automatic Link Establishment (HF/ALE) Network used by CG & Customs aircraft. Primarily used for air guards w/ CAMSLANT for C-130's, Jay-hawk, Falcons, and C-130's

BOTH MISC

Each unit is provided with a GPS receiver to establish position and assist with satellite antenna alignment and a digital voice logger capable of recording both data and voice circuits.
Each unit may be deployed with a Deployable Rapid Assembly Shelter (DRASH) that is capable of acting as a command and control center for a small staff. Also included with the DRASH tents, are portable air conditioning units that are available upon request.
Please note that the TMACC and TMMIC are self-supporting through the use of two diesel generators that provide power to all onboard systems (including air conditioning) in the event that shore power is not available on site. Within the trailers, the TMACC can comfortably accommodate two watch standers and one individual typically mans the TMMIC during operations.

Telecommunications & Information Systems Command (TISCOM)

Coast Guard Telecommunication and Information Systems Command (TISCOM) located in Alexandria, Virginia, provides telecommunications, electronics, and information systems support to the Coast Guard. The Command is the Coast Guard's lead developer of voice and data communications systems. Building modern digital communication networks, integrating computer technology into the Coast Guard's daily routine is our primary responsibility. The focus of the TISCOM team of engineers, technicians, and support staff is to solve today's information technology problems through timely, quality service to the field.

TISCOM is organized into ten divisions: Administration, Ceremonial Honor Guard, Facilities Engineering, Workstation Engineering, INFOSYS Operations, Information Assurance, Telecommunication Operations, Network Engineering, Radio Systems and DMS (Defense Message System).

The Telecomm Operations Division has three Branches. This division manages the Coast Guard's voice, data and message telecommunication systems and services (FTS2000, Coast Guard Data Network, etc.) This Division also serves as the facility manager and maintains configuration control for Communication Stations, Communication Centers and coordination centers.

The Systems Support Branch maintains a Coast Guard wide HOTLINE desk for telecomm systems.

The Telecomm Systems Management Branch provides life cycle management and electronics equipment support for assigned telecommunication equipment. In addition, this Branch is responsible for telecommunication configuration management.

The Communications Services Branch supports the operation and management of voice and message telecommunication systems throughout the Coast Guard. It is the facility manager for fixed and mobile communications facilities. This Branch also serves as the account manager for all national level voice and data telecommunication services.

The Network Engineering Division is responsible for executing telecommunication engineering projects and related electronics and computer systems projects. Executing includes design, test/evaluations, procurement, delivery and installation.

The Radio Systems Division designs, develops, procures, tests, and installs all short and long range radio systems to meet established requirements

The DMS Division is responsible for overall development and implementation of a Multi-Year initiative to automate and streamline the Coast Guard Communication System. The Defense Message System is scheduled to replace the Automated Digital Network (AUTODIN) in December 1999. View the DMS Primer as a MS Word document -- download DMSPrimer.zip (228k), or view the document through your web browser as an HTML file.

The Information Systems Directorate (ISD) is responsible for handling contractual and technical issues associated with the Standard Workstation under the direction of the Information Systems Director.

This Directorate is organized into three areas: Workstation Engineering, INFOSYS Operations and Information Assurance.

The Workstation Engineering Division is responsible for Standard Workstation Three (SWIII) Configuration Management, Standard Workstation Image, SWIII server architecture/ implementation, SWIII architecture documentation, SWIII Contract hardware/software evaluation, New Technology, and SWIII Software Certification.

The INFOSYS Operations Division is responsible for the SWIII Help Desk, Exchange, and E-Mail help.

The Information Assurance Division provides secure telecommunication support for the Coast Guard coordinating cryptographic keying material and equipment needs for the Coast Guard. It also serves as the NATO sub-registry for the Coast Guard.

Operations Systems Center

The Operations Systems Center (OSC) is a government-owned, contractor-operated unit with the primary function of providing full life-cycle support for operationally-focused Coast Guard Automated Information Systems. These systems support the Coast Guard’s five strategic missions: Protection of Natural Resources, National Defense, Maritime Safety, Mobility, and Security.

At the OSC’s establishment in 1991, 45 full-time staff members supported five mission-critical information systems. Today, there are over 340 full-time staff members operating, maintaining, developing, and/or providing user support for over 35 enterprise-wide information systems. Team OSC, comprised of Active Duty Military, Federal Civilian, Contractors, and Reservists, provides technical support to Coast Guard Program Managers concerning these systems, to ensure proper

system operation, analyze needs, and recommend configuration changes.

Rescue 21 Program

Source: Coast Guard Fact Sheet

The U.S. Coast Guard is replacing its outdated communications system in a project titled Rescue 21.

The Coast Guard's current backbone communications network is the National Distress and Response System (NDRS). Established more than 30 years ago, this VHF-FM-based radio communication system has a range of up to 20 nautical miles along most of the U.S. shoreline.

While this system has served the Coast Guard well over the years, it consists of out-of-date and non-standard equipment with many limitations. These include:

- Imprecise direction finding capability.
- Numerous geographic coverage gaps.
- Lack of interoperability — for example, with other emergency response services.
- Single-channel radio operation, which prohibits the ability to receive radio calls when the system is previously engaged in a transmission.

To address the limitations of the current communications system, the Coast Guard has implemented a $611 million program: Rescue 21.

Rescue 21 will replace a wide range of aging, obsolete VHF-FM radio communications equipment and will revolutionize how the Coast Guard communicates and carries out its various missions. The system offers:

- Enhanced VHF-FM and UHF (line-of-site) coverage, for more certain reception of distress calls.
- Position localization — within 2 degrees — of VHF-FM transmissions, so rescue vessels have a dramatically smaller area to search.
- An increase in the number of voice and data channels from one to six, allowing watchstanders to conduct multiple operations. No longer will a single caller in distress — or worse, a hoax caller — prevent another caller from getting through.
- Protected communications for all Coast Guard operations.
- Position tracking of certain Coast Guard assets such as boats and cutters.
- Digital voice recording with immediate, enhanced playback, improving the chances for unclear messages to be understood.
- Improved interoperability among the Coast Guard and federal, state, and local partners, so additional resources can be added to rescue operations as needed.
- Digital selective calling (DSC), an alternate distress communication system used internationally on Channel 70. If properly registered with a Mobile Maritime Service Identity (MMSI) number and interfaced with GPS, the DSC radio signal transmits vital vessel information, position, and the nature of distress (if entered) at the push of a button. Please note that the Coast Guard will be DSC-enabled only where and when Rescue 21 is fully rolled-out.

Rescue 21 will provide the U.S. with a maritime distress and response communications system comparable to state-of-the-art systems in Great Britain and Norway, only on a much grander geographic scale. The Coast Guard's new system will also rival the land-based systems that many state and local emergency services already have in place.

By replacing outdated technology with a fully integrated communications system that bridges interoperability gaps, Rescue 21 boosts the ability to protect boaters and the nation's coasts. Saving lives and providing homeland security are both vital missions in the 21st century.

Where and When Rescue 21 will be Implemented

Rescue 21 is operational in the following Regions:
Atlantic City, NJ
Eastern Shore, MD

Rescue 21 construction is complete and testing is in progress in the following regions:
Mobile, AL
St. Petersburg, FL

Rescue 21 is under construction in the following regions:
Seattle, WA
Port Angeles, WA

Coast Guard Funding & Budgets

FY 08 Budget Request

USCG budget request for FY 08 is $7.2 billion ($8.7 billion when including retired pay). This includes $949 million for the Deepwater program modernization and $5.9 billion for operating expenses.

FY 08 Deepwater Spending Plan Breakdown

AIRCRAFT

Funding for 4,000 HC-130J flight hours

$4.3 million to fund operations for National Capital Region air defense

$11.5 million to increase the HH-65 fleet by 7 helicopters for the National Capital Region air defense mission

$170 million for 3 more HC-144A maritime patrol aircraft

$21 million in operating expenses of the MH-68 fleet. The MH-68 lease expires on January 31,2008 and they will be replaced by armed MH-65Cs

$57.3 million for HH-60 conversion

$24.6 million for Airborne Use of Force equipment to outfit 42 MH-65Cs and 7 MH-60Js

C4ISR

$80.8 million for continued implementing of Rescue 21 communications modernization program

$2.5 million for 12 HF transmitters

$12 million for the AIS program

SURFACE

National Security Cutter (NSC) - $167 million - Funds the Full Operational Capability of NSC #1-4 and the construction and long lead items for NSC #5

$9.2 million for the Response Boat-Medium program of 12 hulls

LOGISTICS

$13.3 million for a rescue swimmer training facility

$5.2 million to rebuild Station Galveston

$6 million to rebuild Station Marquette

FY 07 Budget Appropriation

The final FY 07 budget appropriation allocates $7.8 billion to the Coast Guard. This includes $1.066 billion for Deepwater. Operating expenses are funded at $5.48 billion.

The bill includes $1.33 billion for acquisition, construction and improvements; $16 million to remove or repair bridges; $17 million for research and development; $122 million for reserve training; and $1.063 billion for retired pay.

The funding request for a new Coast Guard headquarters complex in Washington, D.C. was deleted until the Homeland Security Department has finalized plans for moving other agencies to the space.

Lawmakers included $127 million to speed up development of the Fast Response Cutter to replace the 110-foot patrol boats.

The acquisitions account also includes $15 million for a new HH-60 Jayhawk to replace CG 6020 which was lost during a search and rescue mission in Alaska in December 2004 and $49 million for avionics upgrades and a service life extension project for the HH-60s.

The appropriation also funds the purchase an HC-235, develop the Eagle Eye unmanned aerial vehicle, and fund a construction of a new national security cutter.

FY 07 Budget Request

USCG budget request for FY 07 is $7.1 billion ($8.4 billion when including retired pay). This includes $934.4 million for the Deepwater program modernization and $5.5 billion for operating expenses.

FY 07 Deepwater Spending Plan Breakdown

AIRCRAFT

$16.1 million for HC-130J missionization and funds 2,000 flight hours

$77.6 million for the HC-235 Maritime Patrol Aircraft program. This includes procurement and missionization of one CASA CN-235 300M Maritime Patrol Aircraft and funding for logistics to make two air stations operational using the new MPAs.

$4.9 million for the VTOL Unmanned Aerial Vehicle (VUAV) program to buy one Ship Control Station (SCS) and one Ground Control Station (GCS)

$49.3 million for HH-60Js to upgrade their avionics, radar, FLIR, and extend their service life. It also funds the arming of two more HH-60s.

$32.4 million to complete replacement of HH-65 engines

$25.7 million for Airborne Use of Force equipment for 34 HH-65Cs at seven air stations

$30.5 million to fund operations for 29 helicopters outfitted for Airborne Use of Force, provide 600 flight hours for three covert surveillance aircraft, and 3,500 flight hours for three HC-235s

$60.5 million to fund operations of 5 HH-65 helicopters for National Capital Region air defense. The helicopters are to be forward deployed at CGAS Atlantic City.

$54 million for avionics modernization and surface-search radar replacement for 16 HC-130H long-range search aircraft

C4ISR

$60.8 million for C4ISR upgrades 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

$17 million for domain awareness programs to include SIPRNET, Sector Command Centers and counter-intelligence

$11.2 million for nationwide Automatic Identification System (AIS) upgrades

$39.6 million for Rescue 21 communications modernization program

SURFACE

National Security Cutter (NSC) - $417.8 million - Funds the Full Operational Capability of NSC #1 and the construction and long lead items for NSC #4

$41.6 million for the production of the first 140 foot Fast Response Cutter

$24.7 million for Medium Response Boat - will fund 180 small boats to replace 41 foot boats currently in service

$1.2 million for production of one Long Range Interceptor (LRI, 36-foot small boat) and one Short Range Prosecutor (SRP, 24-foot small boat)

Surface Legacy Sustainment/Enhancements $37.8 million - Funds the Maintenance Effectiveness Project (MEP) for 270' and 210' Medium Endurance Cutters (WMEC), which includes replacing major sub-systems such as small boat davits, oily water separators, air conditioning & refrigeration plants, and evaporators and upgrade of main propulsion control and monitoring systems.

$66.8 million for surface operations (fuel & maintenance)

$4.7 million for one prototype Maritime Security Mission Team (MSRT) with two Direct Action Sections (DAS) to provide 24/7 capability

LOGISTICS

$42.3 million for the Logistics Information Management System

$2.5 million for HF communications recapitalization to replace 88 HF transmitters

$50.2 million for a new Coast Guard headquarters building

$29.1 million for shore facilities

The FY 07 budget request also calls for:

- Phase 1 of termination of the LORAN ATN program
- Decom USCGC GENTIAN
- Decom USCGC STORIS and replace it in Kodiak with USCGC MUNRO

FY 06 Budget Appropriation

The final FY06 Coast Guard budget appropriation is $6.8 billion. $933.1 million allocated for the Deepwater program.

FY 06 Budget Request

USCG budget request for FY06 was $6.9 billion, an 11.4-percent increase over the comparable 2005 level. This includes:

$1.9 billion for the Coast Guard's Port, Waterways, and Coastal Security mission, to fund a variety of high-priority Coast Guard initiatives like armed, high-speed boats in ports with liquefied natural gas terminals, further implementation of the Automatic Identification System to track sea-going vessels and enhance Maritime Domain Awareness, new weapons systems for the Coast Guard's helicopter fleet, and implementation of the Common Operating Picture to enable Coast Guard assets to work better
together.

$515 Million for SAR

$653 Million for drug interdiction

$966,000,000 shall be available until September 30, 2010, for the Integrated Deepwater Systems program.

$966M FY06 Deepwater Spending Plan Details

AIRCRAFT

Deepwater aircraft funding request for FY06 is $259 million. Which breaks down as follows:

Maritime Patrol Aircraft (MPA) - No funding requested in FY06. Three HC-235s were ordered last year with an option for five more.

VTOL Unmanned Aerial Vehicle (VUAV) $57 million - Funds production of the third VUAV, the Full Operational Capability and missionization of the first three VUAVs, and acquisition of ground control technology and training.

HH-65 Re-engine $133.1 million - Purchases and installs engines. Restores safety and reliability of aircraft power plant.

HH-60 Avionics $25 million Upgrades - HH-60J avionics suite, aircraft electrical wiring, and connectors.

HH-60 SLEP $6.3 million - Extends service life by replacing fittings, electrical wiring, and structural elements.

HH-60 Radar/FLIR Replacement $5.9 million - Replaces weather/search radar and upgrades FLIR 2000 thermal imaging system.

HC-130 Electronics Upgrade $16.3 million - Upgrades avionics, MILSATCOM equipment, and weather radar.

HC-130 Search Radar $15.4 million - Replaces search radar.

C4ISR

C4ISR $ 74.4 million
Common Operating Picture (COP) # 32 million - Funds C4ISR Increment 3 which results in greater functionality of the standard Command and Control System (CG-C2) used aboard cutters, aircraft and shore assets.

Cutter Upgrades - C4ISR 4 $36 million - C4ISR hardware and software improvements for 270' and 210' Medium Endurance Cutters
(WMEC) including Boarding Party Communications, Law Enforcement/Marine Band Radio, MF/HF Frequency Band Voice & Data Automatic Link Establishment (MF/HF ALE) Radio, UHF band Navy Data Link Radio, and replaces the Radio Direction Finding (RDF) System and Identification Friend or Foe (IFF) Transponder & Interrogator System.

Shore Sites 2 $6.4 million - Procurement, testing, and installation of Medium and High Frequency Band Automatic Link
Establishment (MF/HF ALE) infrastructure at Communications Area Master Stations and Communications Stations.

SURFACE

Surface $522.4 million

National Security Cutter (NSC) $368 million - Funds the Full Operational Capability of NSC #1 and the construction and long lead items for NSC #3.

Offshore Patrol Cutter (OPC) Complete Design $108 million - Completes the design and acquires select long lead items for the lead ship.

IDS Patrol Boats- Fast Response Cutter $7.5 million - Funds Initial Operation Capability for the lead ship.

IDS Small Boats - Long Range Interceptor $1.4 million - Production of two LRIs, one each for NSCs #2 and #3.

Surface Legacy Sustainment/Enhancements $37.5 million - Funds the Maintenance Effectiveness Project (MEP) for 270' and 210' Medium Endurance Cutters (WMEC), which includes replacing major sub-systems such as small boat davits, oily water separators, air conditioning & refrigeration plants, and evaporators and upgrade of main propulsion control and monitoring systems.
270' MEP ($7.5M per Hull) 3 $22.5 million
210' MEP ($5M per Hull) 3 $15.0 million

LOGISTICS

Facilities Required for Future Asset Deployments $10.1 million - Construction of MPA hangar at ATC Mobile, the OCCSU and pier upgrades at Alameda, CA, and an addition to CG Communication Master Station, Atlantic (CAMSLANT) in Chesapeake, VA

USCG Sector/Station List

LANTAREA

CAMSLANT Chesapeake
Maintenance and Logistics Command Atlantic (MLCLANT)
ISC Portsmouth
Training Center Cape May
Training Center Yorktown
Aviation Technical Training Center Elizabeth City
HITRON
PSU 301, Cape Cod, MA
PSU 305, Fort Eustis, VA
PSU 309, Port Clinton, OH

District 1:

LORAN Station Caribou, ME
LORAN Station Nantucket, MA
CGAS Cape Cod, MA
Sector Northern New England
- MSFO Belfast, ME
- MSFO New Castle, NH (Portsmouth)
- Station Boothbay Harbor, ME
- Station Burlington, VT
- Station Portsmouth Harbor, NH
- Station South Portland, ME
- ANT Portland
- Sector Field Office Southwest Harbor
  - Station Eastport, ME
  - Station Jonesport, ME
  - Station Southwest Harbor, ME
  - ANT Southwest Harbor
  - Station Rockland, ME

Sector Boston
- Station Merrimack River, MA
- Station Gloucester, MA

- Station Boston, MA
- Station Point Allerton, MA
- Station Scituate, MA
- Light Station Boston, MA

Sector Southeastern New England

- Station Provincetown, MA
- Station Chatham, MA
- Station Cape Cod Canal, MA
- Station Woods Hole, MA
- Station Brant Point, MA
- Station Menemsha, MA
- Station Castle Hill, RI
- Station Point Judith, RI
- MSFO Cape Cod
- MSFO New Bedford
- ANT Bristol
- ANT Woods Hole

Sector Long Island Sound

- ANT Long Island Sound
- MSD Coram
- Station Eaton's Neck
- Station New Haven, CT
- Station New London, CT
- Sector Field Office Moriches
  - ANT Moriches
  - Station Fire Island, NY
  - Station Jones Beach, NY
  - Station Montauk, NY

Sector New York, NY

- ANT Saugerties
- ANT New York
- Station New York, NY
- Station Sandy Hook, NJ
- Station Shinnecock, NY

District 5:

CGAS Atlantic City
CGAS Elizabeth City
LORAN Station Wilmington, NC

Sector Baltimore

- Station Annapolis, MD
- Station St. Inigoes, MD
- Station Crisfield, MD
- Station Curtis Bay, MD
- Station Washington, DC
- Station Oxford, MD
- Station Stillpond, MD
- Station IMARV Taylor's Island

Sector Delaware Bay

- Station Philadelphia, PA
- SARDET Salem, NJ
- Sector Field Office Atlantic City
  - Station Atlantic City, NJ
  - Station Barnegat Inlet, NJ
  - Station Beach Haven, NJ (seasonal)

- Station Cape May, NJ
- Station/SARDET Fortescue, NJ (seasonal)
- Station Great Egg, NJ (seasonal)
- Station Manasquan, NJ
- SARDET Roosevelt Island, NJ (seasonal)
- Station Sharks River, NJ (seasonal)
- Station Townsend Inlet, NJ (seasonal)

Sector Hampton Roads
- Station Little Creek, VA
- Station Cape Charles, VA
- Station Portsmouth, VA
- Station Milford Haven, VA
- Sector Field Office Eastern Shore
  - Station Chincoteague, VA
  - Station Wachapreague, VA
  - Station Indian River Inlet, DE
  - Station Ocean City, MD

Sector North Carolina
- MSU Wilmington, NC
- Station Fort Macon, NC
- Station Wrightsville Beach, NC
- Station Emerald Isle, NC
- Station Hobucken, NC
- Station Oak Island, NC
- Station Ocracoke, NC (to be closed)
- Station Oregon Inlet, NC
- Station Hatteras Inlet, NC
- Station Elizabeth City, NC
- Sector Field Office Cape Hatteras

District 7:

CGAS Miami
CGAS Savannah
AIRFAC Charleston
CGAS Clearwater
CGAS Key West
MFPU Kings Bay, GA
Sector Charleston
- Station Charleston, SC
- Station Georgetown, SC
- Station Tybee Island, GA
- Station Brunswick, GA
- MSU Savannah, GA

Sector Miami
- Station Miami Beach, FL
- Station Fort Lauderdale, FL
- Station Lake Worth Inlet, FL
- Station Fort Pierce, FL

Sector St. Petersburg
- Station Yankeetown, FL
- Station Sand Key, FL
- Station St. Petersburg, FL
- Station Cortez, FL
- Station Fort Myers Beach, FL

Sector Key West

Station Key West, FL
Station Marathon, FL
Station Islamadora, FL
Sector Jacksonville
Station Mayport, FL
Station New Smyrna Beach, FL
Station Port Canaveral, FL
Sector San Juan
CGAS Borinquen
Station San Juan, PR

District 8:

CGAS New Orleans
ATC Mobile
LORAN Station Boise City (Felt, OK)
LORAN Station Dana, IN
Gulf Coast Primary Crew Assembly Facility, Pascagoula, MS
Sector Corpus Christi
CGAS Corpus Christi
Station South Padre Island, TX
Station Port Aransas, TX
Station Port O'Connor, TX
LORAN Station Raymondville, TX
LORAN Station Las Cruces, NM
Sector Houston-Galveston, TX
CGAS Houston
Station Freeport (Surfside, TX)
Station Sabine, TX
MSU Lake Charles, LA
MSU Port Arthur, TX
Sector Field Office Galveston, TX
Station Galveston, TX
Sector Mobile, AL
Station Dauphin Island (Mobile, AL)
Station Pascagoula, MS
Station Destin, FL
Station Panama City, FL
Station Pensacola, FL
LORAN Station Malone, FL
Sector New Orleans, LA
Station New Orleans, LA
Station Grand Isle, LA
Station Venice, LA
Station Gulfport, MS
LORAN Station Grangeville, LA
MSU Baton Rogue, LA
MSU Houma, LA
MSU Morgan City, LA
Sector Ohio Valley (Louisville, KY)
SSD Chattanooga, TN
SSD Hickman, KY
SSD Owensboro, KY
SSD Paris Landing, TN
SSD Sewickly, PA
MSU Huntington, WV

MSD Cincinnati, OH
MSU Paducah, KY
MSD Nashville, TN
MSU Pittsburgh, PA
Sector Upper Mississippi River (Keokuk, IA)
LORAN Station Gillette, WY
Sector Lower Mississippi River (Memphis, TN)
MSD Greenville
MSD Fort Smith
MSD Vicksburg

District 9:

CGAS Detroit
CGAS Traverse City
Sector Buffalo
Station Alex Bay
Station Sackets Harbor, NY
Station Oswego, NY
Station Sodus Point
Station Rochester, NY
Station Niagara, NY
Station Buffalo, NY
Station Erie, PA
Station Ashtabula
Station Fairport
LORAN Station Seneca, NY
MSU Cleveland, OH
Sector Detroit
Station Tawas, MI
Station Saginaw River, MI
Station Harbor Beach, MI
Station Port Huron, MI
Station St. Clair Shores, MI
Station Belle Isle, MI
Station Toledo, OH
Station Marblehead, OH
Station Lorain, OH
Station Cleveland Harbor, OH
MSU Toledo, OH
Sector Lake Michigan
Station Sturgeon Bay
Station Green Bay
Station Two Rivers
Station Sheboygan
Station Milwaukee
Station Kenosha
Station Wilmette Harbor
Station Calumet Harbor
MSU Chicago
Sector Field Office Grand Haven
Station Charlevoix
Station Frankfort
Station Manistee
Station Ludington
Station Muskegon

Station Grand Haven
Station Holland
Station St. Joseph
Station Michigan City
Sector Sault Ste Marie
Station Bayfield, WI
Station Duluth, MN
Station Marquette, MI
Station Portage, MI
Station St Ignace, MI
MSU Duluth, MI
ISD Sault Ste Marie, MI

PACAREA

CAMSPAC Point Reyes
Maintenance and Logistics Command Pacific (MLCP)
ISC Alameda
Training Center Petaluma, CA
Pacific Area Training Team
PSU 311

District 11:

CGAS San Francisco
CGAS Sacramento
CGAS Los Angeles
Station Lake Tahoe
LORAN Station Fallon, NV
LORAN Station Middletown
LORAN Station Searchlight
Sector Los Angeles-Long Beach
Station Los Angeles, CA
Station Morro Bay, CA
Station Channel Islands Harbor, CA
Sector San Diego
CGAS San Diego
Station San Diego, CA
Sector San Francisco
Station San Francisco, CA
Station Golden Gate, CA
Station Monterey, CA
Station Rio Vista, CA
Station Bodega Bay, CA
Station Vallejo, CA
CGAS Humboldt Bay
Station Humboldt Bay, CA
Station Noyo River, CA

District 13:

LORAN Station George
LORAN Station Havre
MFPU Bangor, WA
Sector Seattle
Station Seattle, WA

CGAS Port Angeles
Station Port Angeles, WA
Station Neah Bay, WA
Station Quillayute River, WA
Station Bellingham, WA
Sector Portland
CGAS North Bend
CGAS Astoria
Station Portland, OR
Station Chetco River
Station Coos Bay
Station Umpqua River
Station Yaquina Bay
Station Depoe Bay
Station Coquille River
Station Siuslaw River
Station Tillamook Bay
Station Cape Disappointment
Station Grays Harbor

District 14:

CGAS Barbers Point
Sector Honolulu
Base Sand Island, HI
ISC Sand Island
Station Maui
Sector Guam

District 17:

CGAS Kodiak
CGAS Sitka
AIRFAC Cordova
Communications Station Kodiak, AK
LORAN Station Attu, AK
LORAN Station Kodiak, AK
LORAN Station Port Clarence, AK
LORAN Station Shoal Cove, AK
LORAN Station St. Paul Island, AK - HH-60J forward deployment site
LORAN Station Tok, AK
Sector Juneau
Station Juneau, AK
Station Ketchikan, AK
Sector Anchorage
MSU Valdez, AK
Station Valdez, AK

DEPLOYABLE OPERATIONS GROUP

MSST 91101 -- Seattle
MSST 91102 -- Chesapeake, Va.
MSST 91103 -- Los Angeles/Long Beach
MSST 91104 -- Houston/Galveston
MSST 91105 -- San Francisco
MSST 91106 -- Ft. Wadsworth, NY

MSST 91107 -- Honolulu, HI
MSST 91108 -- St. Marys, Ga.
MSST 91109 -- San Diego, CA
MSST 91110 -- Boston, MA
MSST 91111 -- Anchorage
MSST 91112 -- New Orleans
MSST 91114 - Miami
National Strike Force
Maritime Security Response Team
Port Security Units

CAMSLANT/CAMSPAC HF Transmitter Sites

(Public Information in FCC Docs)

COMMSTA Boston, Maspee, MA - 41º 24' 00" N 070º 18' 57" W
CAMSLANT Chesapeake, VA - 36º 33' 59" N 076º 15' 23" W
COMMSTA Miami, Miami, FL - 25º 36' 58" N 080º 23' 04" W
COMMSTA New Orleans, Belle Chasse, LA - 29º 52' 40" N 089º 54' 46" W
CAMSPAC Point Reyes, CA - 38º 06' 00" N 122º 55' 48" W
COMMSTA Honolulu, Wahiawa, HI - 21º 31' 08" N 157º 59' 28" W
COMMSTA Kodiak, Kodiak, AK - 57º 04' 26" N 152º 28' 20" W
GUAM, Finegayan, GU - 13º 53' 08" N 144º 50' 20" E

Coast Guard Terminology

AIRSTA	Coast Guard Air Station
AMVER	Automated Mutual Assistance Vessel Rescue System
BLACKJACK	HH-65 on National Capital Region air defense mission
BENCHMARK	Term for reference point (used to pass position)
CAMSLANT	Communications Area Master Station Atlantic, Chesapeake, VA
CAMSPAC	Communications Area Master Station Pacific, Point Reyes, CA
CASPER	C-130 Airborne Sensory Palletized Electronic Reconnaissance equipment
CHARLIE	Copy, Clear (as in affirmative)
COMMSTA	Communications Station
DMB	Data Marker Buoy
DOLPHIN	HH-65
ELT	Emergency Locator Transmitter
EPIRB	Emergency Position Indicating Radio Beacon
ESD	Electronics Support Detachment
FALCON ##	HU-25
FLIR	Forward-Looking Infra-red
FOXTROT ##	HU-25
FOXTROT MIKE	"FM" Frequency, most often VHF Marine Band
HERK ##	HC-130H
HOMEPLATE	Aircraft's home airfield
HOTEL/HIGH FOX	High Frequency Radio
IN THE BLIND	Sending message without hearing response
JAYHAWK ##	HH-60J
JULIET ##	HH-60J
LANDLINE	Standard Telephone
LIMA CHARLIE	Loud and Clear
LE PATROL	Law Enforcement Patrol
MEDEVAC	Medical Evacuation

MSD	Marine Safery Detachment (subordinate to an MSO)
MSO	Marine Safety Office
NVG	Night Vision Goggles
OMNI ##	HC-130 on a law enforcement mission
OPBAT	Operation Bahamas, Turks and Caicos joint counterdrug operation (USCG, DEA, Army, & CBP)
PANTHER	Joint DEA/USCG counterdrug ops center, Nassau, Bahamas
PIW	Person(s) In Water
POB	People/Persons On Board
PPR	Prior Permission Required
RESCUE	USCG aircraft on actual SAR mission
RCC	Rescue Coordination Center
RTB	Return To Base
SABER	USCG Auxiliary Aircraft
SAR CASE	Search And Rescue Mission
SARSAT	Search And Rescue Satellite
SCN	Systems Coordination Net (HF Ship-Shore Radio)
SHARK ##	USCG Cutter
SITREP	Situation Report
SLDMB	Self-Locating Datum Marker Buoy
SOB	Souls On Board, older term for POB often used by USCG
SSD	Shoreside Support Detachments
STINGRAY ##	HU-25 now also being used by MH-68As
SWORDFISH ##	HH-60J, also used by HU-25 Falcons on Cape Cod
TCC	Transportable Communications Center
THUNDER ##	Possible MSST Team callsign
UNIFORM HOTEL	Ultra High Frequency Radio
VICTOR SIERRA	Sector search by single asset
ZEAL ##	HH-65C

Links of Interest

An excellent unofficial USCG blog: http://ucgblog.blogspot.com/

Remote Pacific coast VHF radio: http://www.shiptoshoreradio.com/

Coast Guard news: https://www.piersystem.com/external/index.cfm?cid=786

Track ship movements on your computer: http://shipplotter.com/

ShipCom LLC: http://www.shipcom.com

SARSAT: http://www.sarsat.noaa.gov/

RESCUE 21 Program: http://www.uscg.mil/rescue21/home/index.htm

USCG Amateur Radio Net: http://www.uscgradio.net/

AMVER: http://www.amver.com/

The Coast Guard Channel: http://www.coastguardchannel.com/index.shtml

Coast Guard News: http://www.coastguardnews.com/

Fred's Place: http://www.fredsplace.org/

Sources: Various USCG fact sheets, hazegray.org, US Navy League Seapower 2007 Almanac, ACP-113(AF), Hugh Stegman's Federal Callsign List, various data from the old WUN List