

Partnership for a promising future

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While contract award marks a significant milestone for the Deepwater program, it is important to acknowledge the importance of the partnership between the Navy and Coast Guard that helped make the Deepwater vision a reality. The two services have a long history of cooperation in national security missions, but the Deepwater program is the product of a new level of collaboration, continuing the tradition of productive Navy-Coast Guard cooperation, producing benefits for both services and enabling them to execute the security missions of the 21st century.

For more than five years, the Navy has been an active participant in several parts of the Deepwater effort. As early as 1997, the chief of naval operations staff issued naval operational capabilities for the National Security Cutter in order to ensure interoperability with Naval assets. Additionally, Naval personnel have made significant contributions to tests and evaluations, design feasibility assessments, and are members of several Deepwater management teams.

A History of Cooperation

Cooperation between the Navy and Coast Guard has been strengthened and formalized over the years through several agreements. The 1987 Basic Agreement between the Navy and the Coast Guard for Interservice Logistic Support provides guidelines for logistics procedures, being designed to “codify, simplify and modernize into a single agreement the basic logistic support policy of the U.S. Navy and the U.S. Coast Guard.” This agreement followed the 1980 establishment of the Navy and Coast Guard Board, which consists of senior officers from both services. The 1987 Basic Agreement describes the board’s functions as [making] recommendations to the chief of Naval operations and the commandant of the Coast Guard on naval warfare doctrine, objectives, capabilities, and related requirements to support the national strategy. Day-to-day interservice logistic support derives directly from policy decisions of the NAVGARD board. The board is co-chaired by the vice commandant of the Coast Guard and vice chief of Naval operations. Other members of the board include:

- chief of staff
- assistant commandant for operations
- director of operations policy

- assistant commandant for human resources
- assistant commandant for marine safety and environmental protection
- assistant commandant for systems
- director of information and technology
- assistant commandant for acquisition

The NAVGARD board has been important to the Deepwater program since its creation. For example, the May 1994 NAVGARD board directed the 1995 Memorandum of Agreement between the Department of Defense and the Department of Transportation to validate maritime interception operations; deployed port operations, security and defense; and environmental defense operations as Coast Guard missions.

The 1995 MOU is another important agreement. Its stated purpose is to identify national defense capabilities of the Coast Guard and to improve Coast Guard responsiveness as a force provider. This MOA established missions and roles where the Coast Guard augments the DoD’s capabilities:

- Maritime Interception Operations
- Military Environmental Response Operations
- Port Operations, Security, and Defense
- Peacetime Military Engagement
- Coastal Sea Control

Furthermore, the NAVGARD board recommended that the Permanent Joint Working Group act “as lead agent” for developing the maritime domain awareness mission.

The Board also identified areas for future cooperation:

- Refine maritime domain awareness concept and architecture
- Identify information requirements for Common Operational Picture
- System integration to achieve full capability
- Forge strategic partnership to achieve maritime domain awareness

National Fleet

The National Fleet Policy Statement, signed by the Coast Guard commandant and the chief of Naval operations Feb. 27, 2001, commits the two services “to shared purpose and common effort focused on tailored operational integration of our multi-mission platforms”. The

NFPS describes its purpose:

The Navy and Coast Guard, under the leadership of the NAVGARD Board, will work together to plan and build a national fleet of multi-mission assets, personnel resources and shore command and control nodes to optimize our effectiveness across all naval and maritime missions. The Navy and Coast Guard will coordinate — research and development, acquisitions, information systems integration, resourcing, force planning, as well as integrated concepts of operations, intelligence, logistics, training, exercises, and deployments. The Coast Guard and Navy will work together to plan, acquire and maintain forces that mutually support and complement each Service's roles and missions.

The NFPS emphasizes three main attributes of the National Fleet. The first requires shore command and control nodes, surface and air assets that are “affordable, adaptable, interoperable, and with complementary capabilities.” The second mandates that forces be designed “around common equipment and systems, and include coordinated operational planning, training, and logistics”. The third states that the fleet should “be capable of supporting the broad spectrum of national security requirements”.

The NFPS was revised in 2002 to incorporate recommendations from the Joint Coast Guard-Navy National Fleet Policy Review Team designed to strengthen and enhance the relationship between the two services. It includes a new reference to the homeland security mission, a specific statement of Coast Guard support to the

Navy's Naval Coastal Warfare Program, and more specific language emphasizing the importance of joint interoperability.

The CNO has conducted several studies on national operational capabilities for future Coast Guard assets, including requirements for the national security cutter, as well as joint plane operations for the Deepwater program.

The National Fleet Deep-

water Working Group developed national operational capabilities for the medium endurance cutter and patrol boat replacements, addressing such issues as interoperability, anti-ship cruise missile defense, and information technology compatibility, and C4ISR requirements.

The Littoral Combat Ship Program

The Navy Littoral Combat Ship Program is an excellent example of the joint cooperation that Deepwater has fostered.

A May 2002 Memorandum Of Understanding describes the ship as an “agile combatant capable of defeating enemy littoral defenses.”

The ship is part of the Naval Surface Combatant Family of Ships, which is to “project power forward, provide assured access in the littoral environment and support a wide range of joint and combined operations.”

This memorandum also establishes a formal relationship between Deepwater and the LCS program. There are several important similarities between the two programs:

- Each seeks to maximize interoperability both within its own forces and with other armed forces.
- Each emphasizes salability and open architectures in the development process.
- Each aims to develop small, fast, maneuverable ships capable of operating and surviving in difficult littoral regions.
- Each program will incorporate cutting-edge technologies. Examples include Unmanned Aerial Vehicles, sophisticated C4ISR systems, and the ability to launch and recover helicopters as well as smaller ships and aircraft.

The Deepwater and LCS programs will be of mutual benefit to the Navy and the Coast Guard. The LCS program provides an opportunity for the Coast Guard to leverage the Navy's research and development efforts, permitting cost savings in technology acquisition and integration that would not otherwise be affordable.

Deepwater provides opportunities for the Navy such as a faster design spiral and a robust C4ISR architecture development.

Potential areas of cooperation include:

- Joint acquisition of common systems, including weapons and C4ISR systems.
- Identifying and cooperating on overlapping areas of logistical support.
- Adaptation of new hull designs.
- Sharing and transfer of technology and expertise.

However, both services recognized the Coast Guard's need to award the Deepwater Program on schedule.

“...The two services recognize that the Deepwater Program was very close to contract award and that the current condition of the Coast Guard's surface fleet does not permit the Coast Guard to delay executing its Deepwater program.” Both services are aware of the associate risks involved with a collaborative effort, and will make informed decisions regarding expanded cooperation once more is learned.



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A crewmember aboard a Navy patrol boat under the tactical control of the Coast Guard looks out to the CGC Campbell. The Navy and Coast Guard are working to ensure the safety of ports and waterways.