USCG Asset Guide

A Desktop Reference Guide to the USCG for the Utility Radio Hobbyist

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USCG Air Asset Guide

Aircraft Fleet List

Tail	Type	Homeplate	Last Log
101	C-37A	CGAS Washington, D.C.	06-15-12
102	C-37A	CGAS Washington, D.C.	05-05-12
1500	HC-130H	CGAS Clearwater	09-17-12
1501	HC-130H	CGAS Clearwater	07-14-10
1502	HC-130H	CGAS Clearwater	09-26-12
1503	HC-130H	CGAS Clearwater	09-13-12
1504	HC-130H	CGAS Clearwater	12-06-11
1700	HC-130H7	CGAS Barbers Point	08-15-12
1701	HC-130H7	CGAS Barbers Point	02-05-12
1702	HC-130H7	CGAS Sacramento	09-25-12
1703	HC-130H7	CGAS Sacramento	06-27-12
1704	HC-130H7	CGAS Kodiak	06-06-12
1706	HC-130H7	Depot Maintenance	09-21-12
1707	HC-130H7	CGAS Barbers Point	03-25-12
1708	HC-130H7	CGAS Sacramento	09-25-12
1709	HC-130H7	CGAS Kodiak	06-21-12
1711	HC-130H7	CGAS Clearwater	09-28-12
1712	HC-130H7	CGAS Clearwater	06-30-12
1713	HC-130H7	CGAS Barbers Point	09-21-12
1714	HC-130H7	CGAS Sacramento	08-18-12
1715	HC-130H7	CGAS Kodiak	09-02-12
1716	HC-130H7	CGAS Clearwater	09-15-12
1717	HC-130H7	CGAS Barbers Point	06-19-12
1718	HC-130H7	CGAS Clearwater	09-29-12
1719	HC-130H7	CGAS Barbers Point	09-06-12
1720	HC-130H7	CGAS Clearwater	12-02-11
1790	HC-130H7	CGAS Kodiak	08-16-12

2001	HC-130J	CGAS Elizabeth City	07-08-12
2002	HC-130J	CGAS Elizabeth City	09-26-12
2003	HC-130J	CGAS Elizabeth City	08-21-12
2004	HC-130J	CGAS Elizabeth City	09-29-12
2005	HC-130J	CGAS Elizabeth City	09-28-12
2006	HC-130J	CGAS Elizabeth City	12-02-11
2007	HC-130J	To be delivered in 2016	
2008	HC-130J	To be delivered in 2016	
2009	HC-130J	To be delivered in 2016	
2102	HU-25D	ALC Elizabeth City	03-24-11
2104	HU-25C+	CGAS Cape Cod	09-16-12
2105	HU-25D	CGAS Corpus Christi	09-29-12
2110	HU-25A	ALC Elizabeth City	03-01-10
2112	HU-25C+	CGAS Cape Cod	09-30-12
2113	HU-25D	CGAS Corpus Christi	08-23-12
2114	HU-25D	CGAS Corpus Christi	09-16-12
2120	HU-25A	ATC Mobile	02-16-10
2121	HU-25A	ATC Mobile	11-09-11
2127	HU-25A	ATC Mobile	08-25-11
2128	HU-25D	ALC Elizabeth City	05-03-11
2131	HU-25C+	ALC Elizabeth City	06-01-11
2134	HU-25A	ATC Mobile	03-06-09
2135	HU-25C+	CGAS Cape Cod	09-22-12
2301	HC-144A	ATC Mobile	09-28-12
2302	HC-144A	CGAS Miami	09-02-12
2303	HC-144A	CGAS Cape Cod	09-25-12
2304	HC-144A	ATC Mobile	12-04-11
2305	HC-144A	ATC Mobile	04-20-12
2306	HC-144A	CGAS Miami	09-30-12
2307	HC-144A	ATC Mobile	09-28-12
2308	HC-144A	CGAS Miami	09-08-12
2309	HC-144A	CGAS Miami	09-20-12
2310	HC-144A	CGAS Miami	09-29-12
2311	HC-144A	ATC Mobile	09-19-12
2312	HC-144A	ATC Mobile	09-28-12
2313	HC-144A	ATC Mobile	09-27-12
2314	HC-144A	CGAS Cape Cod	09-29-12
2315	HC-144A	To be delivered in 2013	
2316	HC-144A	To be delivered in 2014	
2317	HC-144A	To be delivered in 2014	
6001	MH-60T	ATC Mobile	09-28-12
6002	MH-60T	CGAS Cape Cod	08-22-12
6003	MH-60T	CGAS Kodiak	12-08-11
6004	MH-60T	CGAS Cape Cod	09-28-12
6005	MH-60T	CGAS Kodiak	01-25-12
6006	MH-60T	CGAS Kodiak	12-05-11
6007	MH-60T	ATC Mobile	09-28-12
6008	MH-60J	CGAS Clearwater	09-29-12
6009	MH-60T	East Coast	08-31-12
6010	MH-60T	CGAS Kodiak	05-22-12
6011	MH-60J	CGAS Clearwater	09-01-12
6012	MH-60J	CGAS Clearwater	08-24-12
6013	MH-60J	East Coast	03-11-12
6014	MH-60J	CGAS Clearwater	06-06-12
6015	MH-60T	CGAS Clearwater	07-31-12
6016	MH-60J	CGAS Clearwater	02-14-12
6018	MH-60J	CGAS Clearwater	06-29-12
6019	MH-60J	CGAS Clearwater	02-05-12
6021	MH-60J	Unknown	04-22-12

6022	MH-60J	CGAS Clearwater	09-22-12
6023	MH-60J	CGAS Clearwater	08-26-12
6024	MH-60J	CGAS Clearwater	09-08-12
6025	MH-60J	CGAS Clearwater	09-15-12
6026	MH-60T	ATC Mobile	09-26-12
6027	MH-60T	ATC Mobile	09-22-12
6029	MH-60T	CGAS Astoria	05-10-12
6030	MH-60T	CGAS Sitka	09-15-12
6031	MH-60T	CGAS Elizabeth City	09-09-12
6032	MH-60T	CGAS San Diego	09-14-12
6033	MH-60T	CGAS San Diego	04-03-12
6034	MH-60T	CGAS Sitka	08-10-12
6035	MH-60T	CGAS Astoria	09-15-12
6036	MH-60J	CGAS Clearwater	07-24-12
6037	MH-60T	CGAS Cape Cod	09-13-12
6038	MH-60T	CGAS Sitka	05-16-12
6039	MH-60T	CGAS Elizabeth City	08-14-12
6040	MH-60T	CGAS Elizabeth City	09-02-12
6041	MH-60T	CGAS San Diego	08-16-12
6042	MH-60T	CGAS Cape Cod	08-07-12
6043	MH-60T	CGAS Elizabeth City	07-28-12
6044	MH-60T	CGAS Kodiak	05-26-12
6045	MH-60T	ALC Elizabeth City	10-13-10
6501	MH-65C	HITRON Jacksonville	06-27-12
6502	MH-65C	CGAS San Francisco	05-26-12
6503	MH-65D	CGAS Kodiak	01-20-12
6504	MH-65C	HITRON Jacksonville	07-23-12
6506	MH-65C	HITRON Jacksonville	08-24-12
6507	MH-65D	CGAS Atlantic City	06-06-12
6508	MH-65C	CGAS New Orleans	01-17-12
6509	MH-65C	CGAS Detroit	09-22-12
6510	MH-65C	CGAS Savannah	08-20-12
6511	MH-65C	CGAS Miami	06-29-12
6512	MH-65C	HITRON Jacksonville	09-22-12
6513	MH-65C	Poss. HITRON Jacksonville	05-15-12
6514	MH-65D	CGAS Atlantic City	01-19-12
6515	MH-65C	CGAS Miami	07-14-11
6516	MH-65C	CGAS San Francisco	08-01-12
6517	MH-65D	CGAS Atlantic City	07-17-11
6518	MH-65C	HITRON Jacksonville	08-15-12
6519	MH-65D	CGAS North Bend	09-15-12
6520	MH-65C	CGAS San Francisco	01-25-12
6521	MH-65C	CGAS Borinquen	11-18-09
6522	MH-65D	CGAS Atlantic City	06-14-12
6524	MH-65D	CGAS North Bend	11-10-11
6525	MH-65C	HITRON Jacksonville	07-23-12
6526	MH-65C	HITRON Jacksonville	03-08-12
6527	MH-65C	CGAS Traverse City	06-08-12
6528	MH-65C	HITRON Jacksonville	03-26-12
6529	MH-65D	CGAS Kodiak	07-15-11
6530	MH-65C	Unknown	12-19-11
6531	MH-65C	ATC Mobile	02-17-10
6532	MH-65C	CGAS Detroit	04-22-12
6533	MH-65C	CGAS Houston	08-28-12
6534	MH-65C	CGAS Detroit	09-29-12
6536	MH-65D	ATC Mobile	08-28-12
6537	MH-65D	CGAS North Bend	04-20-12
6538	MH-65C	CGAS Houston	09-13-12
6539	MH-65C	HITRON Jacksonville	07-10-12

6540	MH-65C	CGAS New Orleans	08-28-12
6542	MH-65C	CGAS Savannah	08-20-12
6543	MH-65D	CGAS Atlantic City	03-30-12
6544	MH-65C	CGAS Traverse City	07-21-11
6545	MH-65C	CGAS Savannah	08-17-12
6547	MH-65C	HITRON Jacksonville	08-27-11
6548	MH-65D	CGAS North Bend	11-15-11
6550	MH-65C	CGAS Port Angeles	08-08-12
6551	MH-65D	CGAS North Bend	08-02-12
6552	MH-65C	Unknown	08-24-12
6553	MH-65C	CGAS Corpus Christi	03-02-12
6554	MH-65C	HITRON Jacksonville	09-15-12
6555	MH-65C	CGAS San Francisco	09-25-12
6556	MH-65C	CGAS New Orleans	08-28-12
6557	MH-65C	ATC Mobile	03-27-11
6558	MH-65D	CGAS Atlantic City	06-29-12
6559	MH-65C	CGAS Traverse City	06-27-12
6560	MH-65C	Unknown	07-25-12
6561	MH-65C	CGAS Houston	10-20-10
6562	MH-65D	CGAS Atlantic City	06-05-11
6563	MH-65C	CGAS Borinquen	05-03-12
6564	MH-65C	Unknown	12-31-11
6565	MH-65C	CGAS Savannah	09-25-12
6566	MH-65C	CGAS Borinquen	03-11-12
6567	MH-65C	HITRON Jacksonville	03-22-12
6568	MH-65C	CGAS Humboldt Bay	08-24-11
6569	MH-65C	CGAS Humboldt Bay	05-12-12
6570	MH-65C	CGAS Miami	05-05-12
6571	MH-65C	CGAS Barbers Point	03-13-12
6572	MH-65C	CGAS Los Angeles	02-28-12
6573	MH-65C	CGAS Humboldt Bay	09-28-12
6574	MH-65C	CGAS Port Angeles	05-12-12
6575	MH-65C	East Coast	08-17-12
6576	MH-65C	CGAS New Orleans	08-20-12
6577	MH-65C	CGAS Barbers Point	04-10-11
6578	MH-65C	CGAS Houston	06-30-10
6579	MH-65C	CGAS Borinquen	08-03-12
6580	MH-65C	CGAS Barbers Point	10-07-11
6581	MH-65C	Unknown	08-24-12
6582	MH-65C	CGAS Borinquen	09-22-12
6583	MH-65C	CGAS Los Angeles	08-07-12
6584	MH-65C	CGAS Los Angeles	12-18-11
6585	MH-65C	CGAS Los Angeles	04-18-10
6586	MH-65D	CGAS Atlantic City	05-05-11
6587	MH-65D	CGAS Atlantic City	02-27-12
6588	MH-65C	CGAS Atlantic City	02-03-11
6589	MH-65C	CGAS Detroit	09-13-12
6590	MH-65D	CGAS Atlantic City	09-25-12
6591	MH-65D	CGAS Atlantic City	07-17-12
6592	MH-65C	CGAS Detroit	08-25-12
6593	MH-65D	CGAS Atlantic City	09-25-12
6594	MH-65C	HITRON Jacksonville	07-14-10
6595	MH-65C	Unknown	02-15-12
6596	MH-65C	CGAS Kodiak	03-25-11
6597	MH-65C	Unknown	04-28-11
6598	MH-65C	CGAS Traverse City	12-08-11
6599	MH-65D	CGAS Kodiak	07-26-12
6601	MH-65C	ALC Elizabeth City	08-14-09
6602	MH-65C	ALC Elizabeth City	08-14-09

6603	MH-65C	Unknown	10-07-08
6604	MH-65C	CGAS Savannah	08-27-12
6605	MH-65C	CGAS New Orleans	07-19-12
6606	MH-65C	CGAS Miami	02-11-11
6607	MH-65C	CGAS Miami	08-26-12
6608	MH-65C	CGAS Miami	05-13-11

HC-130 Long Range Search Aircraft

(USCG fact file)
Range: 4100 (H), 5500 (J) NM
Endurance: 14 (H), 21(J) Hours
Crew: 2 (O), 5 (E)

HC-130 aircraft provide long-range air coverage over the entire Coast Guard area of responsibility. The primary role of these aircraft is to meet the long range maritime patrol requirements that cannot be accomplished by the medium range surveillance (MRS) CASA aircraft. The LRS additionally provide heavy air transport for Deployable Operations Group teams.

When the modernization and recapitalization project is complete, the LRS fleet will include a total of 22 fully missionized HC-130Js and some upgraded HC-130Hs with new center wing boxes.

The Coast Guard is improving the material condition and capability of 16 legacy HC-130H aircraft. New (SELEX) active electronically scanned array radar is replacing the APS-137 radar. The new radar is more reliable and capable than the legacy system. The aircraft will also receive new DF-430 direction-finding radio equipment. The new direction finder will use the international standard 406MHz distress beacon technology. Later modernization projects will include upgrades to the aircraft obsolete avionics and cockpit display suites as well as structural enhancements to extend the operational lives of the aircraft.

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 installed. The FLIR/EO/LLTV interfaces with the HC-130H's radar, allowing automatic direction of the FLIR system, reducing the operator workload for the tactical sensor operator.

The first missionized HC-130J was delivered on January 24, 2008. HC-130J modifications include: the proven multimode EDO EL/M 2022A(V)3 maritime surface search radar, mounted beneath the plane’s fuselage, and a nose-mounted APN- 241 weather radar, the electro-optical/infrared- FLIR Systems Star Safire III, DF- 430 UHF/VHF Direction Finder System, and SAAB Transponder Tech AB R4A Airborne Automatic Identification System (AIS).

In July 2010, a defense authorization bill provided money for the Navy to purchase and transfer two HC-130Js for the Coast Guard.

Three HC-130J’s were ordered in 2012 for delivery in 2016 at a cost of $218 million.

HC-144A Ocean Sentry Medium Range Search Aircraft

(USCG fact file)
Speed: 236 kts
Range: Up to 1,500-2,300 NM
Endurance: 8.7 Hours
Crew: 5
Sensors: ISAR Radar, EO/IR, AIS equipped
Planned Quantity: 36

This fixed-wing turbo prop aircraft provides invaluable on-scene loitering capabilities and perform various missions, including maritime patrol, law enforcement, Search and Rescue (SAR), disaster response, and cargo & personnel transport. The Mission System Pallet is a roll-on, roll-off suite of electronic equipment that enables the aircrew to compile data from the aircraft's multiple integrated sensors and transmit and receive both classified "Secret"-level and unclassified information to other assets, including surface vessels, other aircraft, local law enforcement and shore facilities. With multiple voice and data communications capabilities, including UHF/VHF, HF, and Commercial Satellite Communications (SATCOM), the HC-144A will be able to contribute to a Common Tactical Picture (CTP) and Common Operating Picture (COP) through a networked Command and Control (C2) system that provides for data sharing via SATCOM. The aircraft is also equipped with a vessel Automatic Identification System, direction finding equipment, a surface search radar, an Electro-Optical/ Infra-Red system, and Electronic Surveillance Measures equipment to improve situational awareness and responsiveness.

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.

HU-25 Guardian

(USCG fact file)

The HU-25 Guardian is an American-built variant of the Dassault-Breguet 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 began phasing them out in 2009.

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

(USCG fact file)

The revised recapitalization 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. Plans call for 42 aircraft.

MH-60J Project:

The HH-60 was modernized with improved avionics and a new T700 turbine power plant. The hardened

HH-60s received an Airborne Use of Force (AUF) package that provides 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 additionally provides a Vertical Insertion and Vertical Delivery 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.

MH-60T Project:

The MH-60T project was developed to enhance the multi-mission capabilities of the HH-60 aircraft. This project includes a number of upgrades to improve reliability and mission performance while also adding new capabilities such as the Electro-Optical/Infrared (EO/IR) Sensor System (ESS) and Airborne Use Force (AUF) package.

The ESS, manufactured by FLIR Systems Inc. provides aircrews with enhanced search capabilities to locate, identify, and track surface targets day or night.

Among the upgrades, Rockwell Collins' Common Avionics Architecture System provides fully integrated flight and mission management capabilities. Using five multi-function display screens, aircrews can display radar and forward-looking-infrared data, monitor the Traffic Collision Avoidance System and view imagery fed into the cockpit from the rescue hoist camera. Enhanced radar and optical sensors also contribute to an improved common operating picture and maritime domain awareness.

The AUF package increases the MH-60T's capability by equipping it with a 7.62mm machine gun to fire warning shots and a .50 caliber long range rifle for precise targeting, such as disabling outboard engines. The package also provides ballistic armor for aircrew protection and upgraded communications systems for better interoperability.

The first MH-60T, CG 6027, completed modifications at ALC in December 2007. The program is expected to be complete by 2020 at a cost of $451 million.

USN SH-60F frames 164445 and 164804 are to/have become CG 6044 and 6045 respectively.

MH-65C/D/E Multi-Mission Cutter Helicopter (MCH)

(USCG fact file)

The H-65 Short Range Recovery helicopter was introduced to the U.S. Coast Guard in the mid-1980s, and is currently expected to remain in service through 2025.

The Coast Guard began the MCH Project in 2004 with the intent to increase, recapitalize and modernize its aging fleet of H-65 aircraft. The MCH Project grows the fleet by seven aircraft and provides the H-65 with a service life extension by replacing obsolete components with new technology–a digital Automatic Flight Control System, an integrated flight deck with sensor display screens, and a robust and effective C4ISR suite.

The program is broken up into six Discrete Segments:

Discrete Segment 1 (H-65/MCH Phase I)
In response to safety and reliability concerns, this segment focused on replacing the LTS 101 engines with Turbomeca Arriel 2C2CG engines and associated components. Re-engined aircraft are designated HH-65C. Other improvements include strengthened landing gear, a new 10-bladed tail rotor and drive shaft that will allow the HH-65 to move horizontally to the left or right at 70 knots.

Discrete Segment 2 (National Capital Region Air Defense)
This segment provides a NCRAD mission capability mandated by DHS by increasing the fleet size from 95 to 102 aircraft. The Coast Guard's role in the mission is to conduct helicopter operations in the National

Capital Region to identify and intercept aircraft operating within the Washington, D.C. area.

Discrete Segment 3 (Airborne Use of Force)
This segment provides the Coast Guard with an organic Airborne Use of Force (AUF) capability provided in AUF packages. The A-kit includes night vision goggle/infrared-compatible formation flying lights and cockpit displays, and an upgraded hailing system, mounts and internal stowage for ammunition and weapons. The AUF B-kit adds ballistic armor for aircrew protection, one M240 7.62mm general purpose machine gun and one RC50 .50 cal. precision rifle. The B-kit also provides a pilot's head-up display, night vision optics and a Forward Looking Infrared (FLIR) sensor.

The project also adds new communications systems –such as the AN/ARC-210 military satellite communications radio, AN/ARC-220 high frequency Automatic Link Establishment (ALE) radio, and the RT5000 multi-band radio, which connects an aircrew with federal, state & local law enforcement agencies and emergency services. The MCHs also will have a DF-430 direction finding system.

The new designation following these upgrades is MH-65C.

The MH-65C will additionally provide a Vertical Insertion and Vertical Delivery capability – the ability to deliver a 3-person interagency response team 50NM from shore or a Coast Guard flight deck-equipped cutter.

Discrete Segment 4 (H-65/MCH Phase II)
This segment will build upon the MH-65C configuration developed during Discrete Segment 3 and addresses obsolete aircraft "safety of flight" subsystems that are no longer economically supportable. The improvements include the replacement of the navigation system and six aircraft gyros with a dual digital embedded GPS/inertial navigation system aircraft will be designated MH-65D.

Flight testing on the first MH-65D, CG 6543, began in March at the Coast Guard Aviation Logistics Center in Elizabeth City, N.C. The MH-65D features a new flight navigation system which replaces the current compass, directional, yaw rate gyro systems, and GPS system. Initial Operating Capacity is expected to be reached during the 3rd quarter of FY10.

Discrete Segment 5 (Aircraft Ship Integrated Secure and Traverse)
In 2004, the Coast Guard decided that the Deepwater program, would be constructed with the ASIST system built by Indal Technologies, Inc. This discrete segment develops one prototype and nine additional ASIST-equipped H-65s that are compatible with the National Security Cutter for shipboard helicopter operations.

Discrete Segment 6 (H-65/MCH Phase III)
This segment is currently the final planned phase for H-65 upgrades. It addresses the remaining aircraft subsystem obsolescence issues and provides further enhanced capabilities, including replacement of the analog automatic flight control system with a digital system, a digital "glass" cockpit using common rotary wing avionics architecture, and digital weather radar. Following this upgrade, the aircraft will be designated as MH-65E. The MH-65E upgrades are scheduled for 2014.

C-37 Gulfstream V

(USCG fact file)
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 or 101. CG 01 is the only ACARS equipped CG aircraft and uses the ident "1".

The USCG leased another Gulfstream V in September 2011 after returning their C-143A.

Unmanned Aerial Systems (UAS) Program

The Coast Guard has developed a UAS acquisition strategy to acquire both low-altitude, cutter-based, tactical UASs and mid-altitude, land-based, long range UASs. The UAS acquisition strategy emphasizes commonality with existing DHS and DoD programs.

In November 2008, the Coast Guard experimented with dry-fitting the Navy's RQ-8 Fire Scout aboard the NSC. The tests, which did not involve launch and recovery from the cutter's flight deck, showed that an unmanned aircraft could be loaded, moved, and hangared aboard the NSC.

In 2008, U.S. Customs and Border Protection (CBP) and the Coast Guard established a Joint Program Office to coordinate maritime land-based UAS policy and operations. In 2009, CBP acquired its first maritime-variant Predator UAS, the MQ-9 Guardian. Coast Guard and CBP flight crews have jointly operated the Guardian at Cape Canaveral Air Force Station, Fla., and Corpus Christi, Texas, since 2010.

For cutter-based UAS solutions, the Coast Guard is monitoring the U.S. Navy's ship-based UAS program. While awaiting progression on the major system acquisition, the Coast Guard is pursuing a non-major acquisition of a small UAS for the NSC as an interim, cost-effective UAS capability. To support this strategy, the Coast Guard plans to conduct technical demonstrations of the ScanEagle aboard an NSC during 2012 and 2013.

Aircraft Crashes & Accidents

(Since 1993)

MH-65C # 6535 crashed in Mobile Bay, AL on February 28th, 2012 while conducting a night training mission.

July 7, 2010 - MH-60T # 6017 en route from Astoria, Oregon to Sitka, Alaska crashed into the water off James Island, WA at 9:32 a.m. after striking power lines with it's tail.

Three of four crewmembers were killed.

April 29, 2010 - MH-65C # 6581 from CGAS Humboldt Bay crashed at the airport in Arcata at 10:55 a.m. The crew was conducting a training mission at the time of the incident.

All three aviators walked away from the incident.

April 20, 2010 - HH-65C # 6523 crashed during a nighttime training evolution in southern Lake Huron at approximately 9:45 p.m. The helicopter crew was conducting nighttime hoist training with Station Port Huron when the aircraft crashed into the water.

All three crew members were able to safely exit the helicopter and were recovered by the crew of a Station Port Huron 41-foot utility boat.

March 3, 2010 - MH-60T # 6028 crashed 40 miles southeast of Salt Lake City, Utah at 10:30am.

The helicopter was returning from the Winter Olympic Games in Vancouver. The aircraft refueled in Salt Lake City and planned on flying to Colorado it went down in the snow.

All five people on board survived the crash.

November 17, 2009 - HU-25 # 2139 suffered a collapsed nose landing gear while landing at Eagle County Regional Airport in Gypsum, Colorado.

The Corpus Christi based aircraft had been conducting a training flight in the area. Upon landing, the crew noticed an abnormal vibration before the nose landing gear collapsed causing the aircraft to skid down the runway. The crew deployed a dragchute, which helped the Falcon decelerate and come to a stop 500 feet from the end of the runway.

October 29, 2009 - HC-130H # 1705 collided with a Marine helicopter and crashed into the ocean 15 miles east of San Clemente Island off the coast of San Diego.

The Sacramento based aircraft was searching for an overdue 12-foot pleasure craft when there was a collision with a Marine Corps AH-1 Cobra helicopter at 1915 Pacific local time.

The seven man crew perished.

September 4, 2008 - HH-65C # 6505 crashed approximately five miles south of Honolulu International Airport.

The helicopter's crew had just completed search and rescue drills with a 47-foot motor lifeboat from Station Honolulu when it went down at 8:15 p.m. The Coast Guard was notified by the FAA and immediately launched a C-130 search plane from Air Station Barbers Point.

A crew on board an inbound Air Force C-17 to Honolulu International saw the Coast Guard helicopter go down and circled the site until a rescue boat from the Honolulu Fire Department could get on scene.

The four man crew perished.

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 Eureka, 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

Legends Class National Security Cutter (NSC/WMSL)

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) H-60/H-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.
Cost per unit: $355 million
Planned Quantity: 6-8 cutters

Hull	Name	INT. C/S	Homeport	Remarks
WMSL 750	Bertholf	NBCQ	Alameda, CA	
WMSL 751	Waesche		Alameda, CA	
WMSL 752	Stratton		Alameda, CA	
WMSL 753	Hamilton			
WMSL 754	James			

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 DoD interoperability capabilities are enhanced with DHS and local responder interoperable radio communications. The NSC flight deck accommodates 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, mine like 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.

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-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.

Hull	Name	INT. C/S	Homeport	Remarks
WHEC 717	Mellon	NMEL	Seattle, WA	
WHEC 719	Boutwell	NYCQ	Alameda, CA	
WHEC 720	Sherman	NMMJ	Alameda, CA	
WHEC 721	Gallatin	NJOR	Charleston, SC	
WHEC 722	Morgenthau	NDWA	Alameda, CA	
WHEC 723	Rush	NLVS	Honolulu, HI	To decom
WHEC 724	Munro	NGDF	Kodiak, AK	
WHEC 726	Midgett	NHWR	Seattle, WA	

Offshore Patrol Cutter (OPC/WMSM)

Length: 320-360 feet
Displacement: 3,200 Tons
Speed: 22-25 kts
Range: 7,500 nautical miles
Propulsion: 4 Diesels
Endurance: 45 Days
Aircraft: 1 H-65
Boats: 2 LRI or 2 SRP
Crew: 16 Officers, 75 Enlisted
Armament: 57mm gun, MK15 CIWS, SLQ-32, SRBOC/NULKA
Number planned: 25

OPC will feature increased range and endurance (60–90 day patrol cycles); more powerful weapons; larger flight decks; chem-bio & radiological environmental hazard detection and defense; and improved C4ISR equipment. The cutters will be equipped with air and surface search radars and target classification sensors. The cutters' mission influence will be extended by aircraft and a new generation of cutter boats.

The WMSM cutters will have stern ramp to accommodate small boat launch and recovery in higher sea states than conventional davit systems aboard legacy cutters. The new generation of cutter boats, including the Long Range Interceptor and Short Range Prosecutor, improve a cutter crew's over-the-horizon and local force protection capabilities.

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-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	
WMEC 902	Tampa	NIKL	Portsmouth, VA	
WMEC 903	Harriet Lane	NHNC	Portsmouth, VA	
WMEC 904	Northland	NLGF	Portsmouth, VA	
WMEC 905	Spencer	NWHE	Boston, MA	
WMEC 906	Seneca	NFMK	Boston, MA	
WMEC 907	Escanaba	NNAS	Boston, MA	
WMEC 908	Tahoma	NCBE	Kittery, ME	
WMEC 909	Campbell	NRDC	Kittery, ME	
WMEC 910	Thetis	NYWL	Key West, FL	
WMEC 911	Forward	NICB	Portsmouth, 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-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	
WMEC 618	Active	NRTF	Port Angeles, WA	
WMEC 619	Confidence	NHKW	Cape Canaveral, FL	
WMEC 620	Resolute	NRLT	St. Petersburg, FL	
WMEC 621	Valiant	NVAI	NS Mayport, FL	
WMEC 623	Steadfast	NSTF	Astoria, OR	
WMEC 624	Dauntless	NDTS	Galveston, TX	
WMEC 625	Venturous	NVES	St. Petersburg, FL	
WMEC 626	Dependable	NOWK	Cape May, NJ	

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-65/MH-60 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	

Sentinel Class Fast Response Cutter

Length: 153 feet
Displacement: 353 tons
Speed: 28 kts
Propulsion: 2 diesels
Endurance: 5 days
Aircraft: None
Boats: 1 SRP
Crew: 2 Officers, 20 Enlisted
Armament: 1-25mm remote chain gun, 4-.50 cal machine guns
Planned Quantity: 58 cutters
Remarks: Replacement for the 110-foot patrol boats. Damen 4708 design built by Bollinger Shipyards.

The Coast Guard awarded a contract option for approximately $141 million to Bollinger Shipyards of Lockport, La., on December 15, 2009 to begin production on three Sentinel-class Fast Response Cutters (FRC).

The current Sentinel contract is worth up to $1.5 billion if all options for 34 cutters are exercised. The Coast Guard plans to build 58 Sentinel-class Fast Response Cutters.

Hull	Name	INT. C/S	Homeport	Remarks
WPC 1101	Bernard C. Webber		Miami	
WPC 1102	Richard Etheridge		Miami	
WPC 1103	William Flores			
WPC 1104				
WPC 1105				
WPC 1106				

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-arrangement 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 1302	Manitou	NAEP	Baltimore, MD
WPB 1303	Matagorda	NBHW	Baltimore, MD
WPB 1305	Monhegan	NEGS	Baltimore, MD
WPB 1306	Nunivak	NHPX	Baltimore, MD
WPB 1308	Vashon	NJEH	Baltimore, MD
WPB 1317	Attu	NABS	Baltimore, MD
WPB 1325	Metompkin	NBKZ	Baltimore, MD
WPB 1328	Padre	NDCX	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.

The 110' cutters have received Mission Effectiveness Program (MEP) updates which will add 15 years to their life. All the 110’ MEP cutters receive hull renewal plus electronics upgrades, renewed electric cabling, new ship surface diesel generator and switchboard replacement, the FM-200 fire suppression installation, gyrocompass & autopilot installation, and the main diesel engine control replacement.

Hull	Name	INT. C/S	Homeport	Remarks
WPB 1301	Farallon	NABK	Miami Beach, FL	MEP modified
WPB 1304	Maui	NBEI	Miami Beach, FL	Deployed to CENTCOM
WPB 1307	Ocracoke	NGBL	St. Petersburg, FL	MEP modified
WPB 1309	Aquidneck	NBTC	Atlantic Beach, NC	Deployed to CENTCOM
WPB 1310	Mustang	NJSH	Seward, AK	
WPB 1311	Naushon	NEWR	Ketchikan, AK	MEP modified
WPB 1312	Sanibel	NDCK	Woods Hole, MA	MEP modified

WPB 1313	Edisto	NLKY	San Diego, CA	MEP modified
WPB 1314	Sapelo	NHKD	San Juan, PR	
WPB 1315	Matinicus	NDIS	San Juan, PR	
WPB 1316	Nantucket	NKVQ	St. Petersburg, FL	MEP modified
WPB 1318	Baranof	NCUI	Miami Beach, FL	Deployed to CENTCOM
WPB 1319	Chandeleur	NFFS	Ketchikan, AK	
WPB 1320	Chincoteague	NAOI	San Juan, PR	MEP modified
WPB 1321	Cushing	NOFR	San Juan, PR	MEP modified
WPB 1322	Cuttyhunk	NEDI	Port Angeles, WA	MEP modified
WPB 1323	Drummond	NHSD	Miami Beach, FL	
WPB 1324	Key Largo	NGEI	San Juan, PR	
WPB 1326	Monomoy	NKEC	Woods Hole, MA	Deployed to CENTCOM
WPB 1327	Orcas	NTBZ	Coos Bay, OR	
WPB 1329	Sitkinak	NBNW	Miami Beach, FL	MEP modified
WPB 1330	Tybee	NERH	Woods Hole, MA	MEP modified
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	MEP modified
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	Key West, FL	
WPB 1340	Jefferson Island	NORW	South Portland, ME	
WPB 1341	Kodiak Island	NWHD	Key West, FL	
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	Key West, FL	
WPB 1348	Knight Island	NMFN	Key West, 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 87' Coastal Patrol Boat has several enhancements over the 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 water jet 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 Francisco, 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	NMXB	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	NJOM	San Diego, CA	
WPB 87363	Manatee		Ingleside, TX	
WPB 87364	Ahi		Honolulu, HI	
WPB 87365	Pike		San Francisco, CA	
WPB 87366	Terrapin	NUOA	Bellingham, WA	
WPB 87367	Sea Dragon	NNGC	Kings Bay, GA	Assigned to MFPU Kings Bay, GA
WPB 87368	Sea Devil	NSDD	Bangor, WA	
WPB 87369	Alligator		St. Petersburg, FL	
WPB 87370	Diamondback		Miami, FL	
WPB 87371	Reef Shark		San Juan, PR	
WPB 87372	Crocodile		St. Petersburg, FL	
WPB 87373	Sea Dog		Kings Bay, GA	Assigned to MFPU Kings Bay, GA
WPB 87374	Sea Fox		Bangor, WA	Assigned to MFPU Bangor, WA

Healy Class Icebreaker

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

Hull	Name	INT. C/S	Homeport	Remarks
WAGB 20	Healy	NEPP	Seattle, WA	

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 MH-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	
WAGB 11	Polar Sea	NRUO	Seattle, WA	To decom FY12

Great Lakes 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	NIIW	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 Francisco, 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	
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	Decom in FY 09
WLI 65400	Bayberry	Portsmouth, VA	Mothballed 12-6-05

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 75307	Wedge	Demopolis, AL	
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	
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	Galveston, TX	
ANB 55104		
ANB 55105		
ANB 55106		
ANB 55107	ANT Seattle, WA	
ANB 55108	ANT New Orleans, LA	
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
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	
WYTL 65602	Chock	Curtis Bay, MD	
WYTL 65604	Tackle	Rockland, ME	
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

Length: 35 feet
Displacement: 6.5 Tons
Speed: 45 kts
Range: 400NM

Endurance: 10 Hours
Crew: 14
Armament: Machine Gun
Cost per unit: $.7 million
Planned Quantity: 33

The new 35-feet Long Ranger Interceptor (LRI) are being introduced for cutters. The quantity of LRIs are planned to compose a smaller part of 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.

Recently, the LRI successfully completed an interoperability test with USCGC BERTHOF. The Lockheed Martin C4ISR team demonstrated communications and navigation interoperability between the LRI and Bertholf at ranges up to 16 nautical miles. The LRI is currently involved with Berthof's machinery trials..

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
Cost per unit: $.3 million
Quantity: 8

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.

The eighth SRP was delivered in January 2006. Production of SRPs was discontinued with the end of the 123-foot cutter conversion program.

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.

The total, to be delivered over 5 years, will be 200.

45-foot Response Boat-Medium

Length: 45 feet
Speed: 42.5 kts
Range: 250 NM
Remarks: To replace the 41-foot boats in service. 180 to 250 boats planned between 2008 and 2018. Built

by Marinette Marine.

44-foot Response Boat-Medium

Length: 44 feet
Engines: Dual inboard jets
Remarks: ArchAngel model SAFE Boat.

Hull	Homeport	Remarks
44301	Chatham, MA	

42-foot Response Boat-Medium

Length: 42 feet
Engines: Dual inboard jets
Remarks: ArchAngel model SAFE Boat.

Hull	Homeport	Remarks
42001	Chatham, MA	
42002	Chatham, MA	

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.

Hull	Homeport	Remarks
41320	Boston, MA	
41361	Charleston, SC	
41372	Charleston, SC	
41395	Castle Hill, RI	
41398	Point Allerton	
41428	Tybee Island, GA	
41492	Point Allerton	

33-foot Full Cabin SAFE Response Boat

Engines: Three outboards

Hull	Homeport	Remarks
33107	South Padre Island, TX	
33109	Miami, FL	
33118	San Diego, CA	
331255		

27-foot Full Cabin SAFE Boat

Engines: Two outboards

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.

23-foot Center Console Response Boat-Small

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23 foot center console SAFE Boat.

Remarks: With a low center of gravity and very little windage the center consoles allow for a wide verity of missions to be easily completed.

23-foot T-top Response Boat-Small

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23 foot SAFE Boat.

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 nation’s 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 301 Cape Cod Canal
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 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.

Enhanced Mobile Incident Command Posts (eMICP)

(Source file: http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf)

The enhanced Mobile Incident Command Post (eMICP) is a trailer outfitted with temporary office and conference room facilities. The eMICP can be deployed alone or interfaced with the MCV to augment organic C4&IT capabilities. The eMICP provides a platform to conduct Coast Guard Command and Control, act as an incident command post, and support staff working an event. The eMICP is a conference room on wheels with a built in communications package to equip the conference room with Type I classified and Type III SBU (sensitive but unclassified) voice and data. The eMICP provides various communications systems along with twelve (12) work stations and a conference room table.

A tractor and a commercially licensed driver-team will tow the eMICP to any Continental United States (CONUS) location.

The first eMICP was delivered in November 2007.

Mobile Communications Vehicles (MCV)

(Source file: http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf)

The Mobile Communications Vehicle (MCV) can be deployed independently to provide robust communications to an established command center, or to an ad hoc environment such as a hotel room. It is designed to interface with a command center or eMICP to enhance classified and unclassified voice, and radio (HF, UHF, VHF) communications as well as provide voice and data interoperability with Coast Guard units, state, local, and federal interagency partners. The vehicle was designed to be C130J transportable to both CONUS and Outside the Continental United States (OCONUS) locations.

The first MCV is expected to be delivered in summer 2008.

Portable Computer Store (PCS)

(Source file: http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf)

The Portable Computer Store (PCS) is a contingency cache of six kits totaling 30 Standard Workstation III (SWIII) laptops and six routers which can be used to augment resources at a unit for surge operations, or establish a limited Local Area Network (LAN) in a temporary command and control facility. As a deployable kit, each PCS provides the critical equipment necessary for users to access vital business and operational tools. Each PCS kit contains a 16-port Voice Protocol Network capable router, five SWIII laptop computers, and necessary power supplies. Users may directly connect the laptops to existing Coast Guard Data Network plus (CGDN+) connections in Coast Guard facilities, or access CGDN+ through the internet using remote access services. The router enables up to 15 machines to share a single data connection for access to the Internet or CGDN+. Each user must have a remote access token to facilitate CGDN+ access when not directly connected to a CGDN+.

Portable SIPRNet (PS)

(Source file: http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf)

The Portable SIPRNet (PS) provides secure communications up to the level of SECRET. The portable SIPRNet asset consists of standard approved image laptops, a satellite terminal and network equipment necessary to provide connections to SIPRNet at remote locations. It is housed in flyaway cases that can be transported by two personnel as carryon baggage on commercial aircraft. PS can be deployed independently or as a module that plugs into the eMICP and MCV.

Telecommunications & Information Systems Command (TISCOM)

TISCOM is a part of the C4IT Service Center and serves as the Coast Guard's Center of Excellence (COE) for enterprise information technology infrastructure. As such TISCOM develops, deploys, secures and supports the Coast Guard's IT Infrastructure for both the SBU and SECRET enterprises. Solutions are divided into three areas:

1) Enterprise Networks
(including: CGOne (including R21), SIPRNET, Local Area Networks, Cutter connectivity).

2) Information Systems
Enterprise Servers/Services (including: Domain Controllers, Exchange, DHCP, SMS/WSUS, Goodlink)
End User devices (including: standard workstation, smart phones, and laptops)

3) Organizational Messaging

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 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.
- Provides portable, deployable towers and electronics for restoration of communications during emergencies and natural disasters.

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.

Coast Guard Funding & Budgets

FY 12 Budget Request

FY2012 requests $10.3 billion overall with $1.4 billion for acquisition.

Cuts include:

Eliminating MSST Anchorage

Will retire four HU-25 fixed-wing aircraft.

Will decommission the High Endurance Cutters HAMILTON, CHASE, RUSH, and JARVIS.

Will decommission the Medium Endurance Cutter ACUSHNET.

Will decommission icebreaker POLAR SEA.

Will decommission all 179 foot PCs.

$1.4 billion is requested for modernization to include:

40 response boats-medium

2 HC-144As

Replacement MH-60 for CG 6017

6 Fast Response Cutters

Upgrade 8 MH-60s

FY 11 Budget Request

FY2011 requests $6.6 billion for operating expenses, $1.381 billion for acquisition, $10.08 billion overall. A 3.3 % cut.

Cuts include:

Decommissions the Coast Guard's National Strike Force Coordination Center in Elizabeth City, NC.

Termination of Manned Covert Surveillance Aircraft follow-on funding.

Closes two Coast Guard Air Facilities at Muskegon, MI and Waukegan, IL.

Realigns rotary wing capacity to provide four medium-range H-60 helicopters to the Great Lakes region. Two H-60 helicopters from Operations Bahamas Turks & Caicos (OPBAT) and two H-60s from Maritime Security Response Team (MSRT) in Chesapeake, VA will be permanently relocated to CGAS Traverse City, MI. Upon arrival of the four H-60s, five MH-65 helicopters presently stationed at CGAS Traverse City will be removed from active service.

The FY 2011 budget requests $1.381 billion for the following projects:

Response Boat-Medium - $42 million for 10 boats

Rescue 21 - $36 million

Funds production of HC-144A #15

Continues upgrades to HC-130H, HH-60, and H-65 aircraft.

Fully funds production of NSC #5

Requests $240 million for the Fast Response Cutter program for hulls #9-12

Provides necessary funding to support ATC Mobile transition from four HU-25 aircraft to four HC-144A aircraft in FY 2009-2014 and CGAS Miami transition from six HU-25 aircraft to seven HC-144A aircraft in FY 2010-2015.

FY 10 Budget Request

The FY 10 budget request was for $6.5 billion for Operating Expenses and $1 billion for Deepwater as follows:

$305 million for aircraft
$591 million for surface ships
$154 million for C4ISR

AIRCRAFT

Delivery of HC-144A Maritime Patrol Aircraft #13 & 14

HH-60 engine sustainment and avionics, wiring and sensor upgrades for eight aircraft

HH-65 conversion to modernized components, cockpit and enhanced interoperability for 22 aircraft

HC-130H avionics and sensor upgrades for eight aircraft, as well as four center wing box replacements

SURFACE

Completion of National Security Cutter #4

Analysis and design for the Offshore Patrol Cutter (OPC)

Production of Fast Response Cutters (FRC-Bs) #5-#8

Production of Deepwater Cutter Small Boats

Overhaul five Medium Endurance Cutters and three 110-foot cutters

$103 million for 30 Response Boat-Medium boats

C4ISR

$117 million for Rescue 21 program for California and New England Sectors to receive Rescue 21 capability, and continued development of Great Lakes, Hawaii, Guam, and Puerto Rico Sectors

Eliminates LORAN-C system

FY 08 Budget Appropriation

The FY 08 budget appropriation provided for $5.9 billion for Operating Expenses and $1.1 billion for Acquisition, Construction and Improvements.

FY 08 Appropriation Breakdown

AIRCRAFT

$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

$57.3 million for HH-60 conversion

$18.9 million for HC-130H sustainment

$50.8 million for HH-65 conversion

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

$5.8 million for missionization and fleet introduction of the C-130Js. The missionization project has experienced an increase in estimated cost that exceeds 8% of the total contracted cost. Pending approval of a remediation plan to address the cost overrun, Coast Guard does not intend to expend funds missionizing C-130J four through six.

C4ISR

$89.6 million for C4ISR

$2.5 million for 12 HF transmitters

$3.6 million for planning and design of an expansion to the Coast Guard Operations System Center.

$80.3 million for the Rescue 21 communications upgrade program

$12 million for Nationwide Automatic Identification System

SURFACE

$165.7 million for the National Security Cutter (NSC) for NSC #3 and #4

$11.5 million for Coast Guard to pilot an intensive maintenance regime for 110-foot Island Class patrol boats in District Seven. The additional funding provided will allow eight 110-foot patrol boats home-ported in Miami, Key West and St. Petersburg, Florida to operate an additional 3,200 hours per year.

$45 million for the response boat medium (RB-M) to support the acquisition of 14 additional RB-Ms.

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.

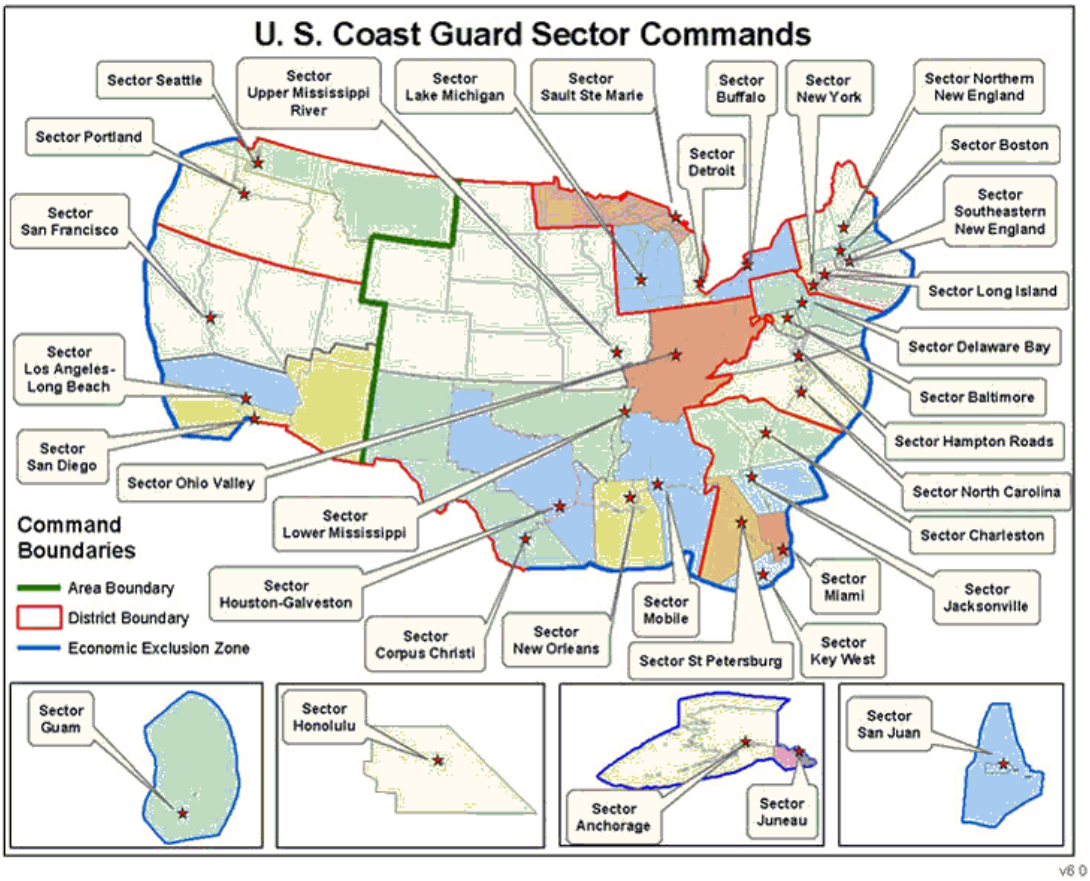
The funding request for a new Coast Guard headquarters complex in Washington, D.C. was deleted until the Homeland Security Department has finalized plans for moving other agencies to the space.

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.

USCG Sector/Station List



LANTAREA

CAMSLANT Chesapeake
USCGRU/USJFCOM
USCGRU-USSOUTHCOM, Miami, Florida
Coast Guard International Ice Patrol
U.S. Coast Guard Activities Europe
ISC Portsmouth
HITRON Jacksonville, FL
Activities Europe, Rotterdam, Netherlands
Maintenance and Logistics Command Atlantic (MLCLANT)
Training Center Cape May
Training Center Yorktown
Aviation Technical Training Center Elizabeth City
Atlantic Area Deployment Center, Jacksonville, FL

District 1:

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
- 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
- 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

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
- 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
- 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 (Seasonal)
- Station Oregon Inlet, NC
- Station Hatteras Inlet, NC
- Station Elizabeth City, NC

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 Port Canaveral, FL
MSD Canaveral
Station Ponce de Leon Inlet, FL
Sector San Juan
CGAS Borinquen
Station San Juan, PR

District 8:

CGAS New Orleans
ATC Mobile
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
Sector Houston-Galveston, TX
CGAS Houston
Station Freeport (Surfside, TX)
Station Sabine, TX
MSU Lake Charles, LA
MSU Port Arthur, TX
Station Galveston, TX
Station Houston, TX
Station Lake Charles, LA
Sector Mobile, AL
Station Dauphin Island (Mobile, AL)
Station Pascagoula, MS
Station Destin, FL
Station Panama City, FL
Station Pensacola, FL
Sector New Orleans, LA
Station New Orleans, LA
Station Grand Isle, LA
Station Venice, LA
Station Gulfport, MS
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)
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
  - 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 Frankfort
    - Station Manistee
    - Station Ludington
    - Station Muskegon
    - Station Grand Haven
    - Station Holland
    - Station St. Joseph
    - Station Michigan City
- Sector Sault Ste Marie
  - Station Charlevoix, MI
  - Station Alpena, MI
  - 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

District 11:

CGAS San Francisco
CGAS Sacramento
CGAS Los Angeles
Station Lake Tahoe
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:

MFPU Bangor, WA
Sector Puget Sound
- Station Seattle, WA
- CGAS Port Angeles
- Station Port Angeles, WA
- Station Neah Bay, WA
- Station Quillayute River, WA
- Station Bellingham, WA

Sector Columbia River
- CGAS Astoria
- Station Portland, OR
- Station Tillamook Bay
- Station Cape Disappointment
- Station Grays Harbor

Group North Bend
- CGAS North Bend
- AIRFAC Newport
- Station Depoe Bay
- Station Coos Bay
- Station Umpqua River
- Station Yaquina Bay
    - Station Coquille River
- Station Chetco River
- Station Siuslaw River

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, AK
Communications Station Kodiak, AK
AIRFAC St. Paul Island, AK - MH-60 forward deployment site
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
ALC	Aviation Logistics Center, Elizabeth City, NC
AMARG	Aerospace Maintenance And Regeneration Group, Davis Monthan AFB

AMVER	Automated Mutual Assistance Vessel Rescue System
BANDIT	H-65
BLACKJACK	MH-65C 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
CYCLOPS ##	HC-130
DEMON ##	HC-130
DMB	Datum Marker Buoy
DOLPHIN ##	H-65
DRAGON ##	H-65
ELT	Emergency Locator Transmitter
eMICP	Enhanced Mobile Incident Command Post
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
GUARDIAN ##	MH-65C
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
KILO ##	MH-65C
KINGBUSTERS ##	USCG small boats
LANDLINE	Standard Telephone
LIMA CHARLIE	Loud and Clear
LE PATROL	Law Enforcement Patrol
MAKO ##	MH-65
MEDEVAC	Medical Evacuation
MCV	Mobile Communications Vehicle
MSD	Marine Safety Detachment (subordinate to an MSO)
MSO	Marine Safety Office
NOVEMBER ##	HC-144A
NVG	Night Vision Goggles
OMNI ##	HC-130 on a law enforcement mission
OPBAT	Operation Bahamas, Turks and Caicos joint counterdrug operation (USCG, DEA, & CBP)
PANTHER	Joint DEA/USCG counterdrug ops center, Nassau, Bahamas
PIW	Person(s) In Water
POB	People/Persons On Board
PPR	Prior Permission Required
PS	Portable SIPRNet
RAPTOR	USCG Response Boat-Medium at Key West
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
STRIKER ##	MH-65
SWORDFISH ##	MH-60J Jayhawks and HU-25 Falcons
TCC	Transportable Communications Center
TIBURON	USCG Cutter
UNIFORM HOTEL	Ultra High Frequency Radio
VICTOR SIERRA	Sector search by single asset
ZEAL ##	MH-65C

Links of Interest

USCG homepage: http://uscg.mil/

Chuck Hill's CG Blog: http://chuckhillscgblog.net/

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/

USCG Amateur Radio Net: http://www.w5cgc.org/

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

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

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

Sources: Various USCG fact sheets, hazegray.org, US Navy League Seapower 2008 Almanac, ACP-113(AG), Hugh Stegman's Federal Callsign List, various data from the old WUN List