Note: December 2022.

This Directive may no longer be current. Please check with the program office responsible for this Directive to determine if there are any updates or if the Directive is no longer in use.

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United States Coast Guard

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COMDTINST 4700.1
09 Oct 2012

COMMANDANT INSTRUCTION 4700.1

Subj: CUTTER CAPITAL ASSET MANAGEMENT PLAN (CCAMP)

Ref: (a) Major Systems Acquisition Manual (MSAM), COMDTINST M5000.10 (series)
(b) Cutter Employment Standards, COMDTINST 3100.5(series)
(c) Naval Engineering Manual, COMDTINST M9000.6 (series)

1. PURPOSE. This Instruction establishes objectives, policies, procedures, roles, and responsibilities for implementing the Cutter Capital Asset Management Plan (CCAMP) to optimize cutter asset management.

2. ACTION. All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants, and chiefs of headquarters staff elements shall comply with the provisions of this Instruction. Internet release is authorized.

3. DISCLAIMER. This document is intended to provide operational requirements for Coast Guard personnel and is not intended to nor does it impose legally-binding requirements on any party outside the Coast Guard.

4. PROCEDURE. The following headquarters offices and respective area Cutter Forces sections, at a minimum, shall work together to define, prioritize and implement CCAMP on a recurring basis:

   a. CG-751 (Sponsor Representative)

   b. CG-761 (C4 & Sensor Sponsor's Representative)

   c. CG-4 (HM&E Technical Authority)

   d. CG-6 (C4IT Technical Authority)

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e. CG-9 (Project Manager for Surface in Service Cutter Sustainment)

f. CG-8 (Resource Manager and Program Review)

g. LANT-335 & PAC-353 and Districts (Operational Commander)

5. DIRECTIVES AFFECTED. None.

6. DISCUSSION. This Instruction was developed in accordance with Reference (a) to facilitate a standard process to make cutter acquisition and sustainment decisions. Achieving this goal requires a multidisciplinary approach and involves a broad range of Coast Guard stakeholders. This plan describes a methodology to consider the interests of all stakeholders in a consistent, repeatable, and impartial manner.

7. SCOPE. As Sponsor of the CCAMP, CG-751 shall meet with all stakeholders on a recurring basis, in alignment with the budget development process, to evaluate surface mission performance objectives. Once established, these objectives shall serve as the foundation of CCAMP for the technical authorities and the acquisition project managers to follow; the end result being a prioritized list of resource proposals to:

   a. Acquire new cutters,

   b. Adjust Standard Support Levels as necessary for budget model development and adjustment over the lifecycle of the asset,

   c. Complete in-service sustainment projects, and

   d. Decommission and dispose of cutters.

8. INPUTS.

   a. Ship's Structure and Machinery Evaluation Boards (SSMEBs): In accordance with Reference (b), SSMEBs shall be conducted when the lead ship of each class has been in service for ten years, and then every five years thereafter. SSMEBs shall be conducted on time for each class of cutter, and the results provided to CG-751. SSMEBs should include a recommendation, particularly as ships age, regarding possible SSMEB interval reduction.

   b. Program of Record (POR) and Acquisition Program Baseline (APB): CG-751 shall ensure inputs into CCAMP are consistent with DHS approved documents.

   c. Current Class Status Sheets. CG-751 shall maintain a file summarizing the current status of each class of vessel. The first section of each status card shall follow a standard format, containing:

(1) Asset Name,

(2) Missions,

(3) Capabilities/Characteristics,

(4) Class Inventory,

(5) Personnel Allowance,

(6) Funding,

(7) Major Maintenance History,

(8) Environmental Concerns,

(9) SSMEB Results.

d. The balance of the Status Sheet can contain any other pertinent class history data the Office of Cutter Forces deems appropriate to maintain a complete picture of the health and continued utility of the cutter class.

9. OUTPUTS.

a. 30-year Shipbuilding Plan. The 30-year Shipbuilding Plan will be developed by the CCAMP stakeholders. At a minimum, it shall consist of:

(1) A listing of all current and planned classes of ships.

(2) A timeline for the lead ship of each class consisting of:

(a) The year the ship will be placed in service.

(b) The year the ship will be ready for operations.

(c) The year the ship will begin its mid-life maintenance availability.

(d) The year the ship will begin (if appropriate) its Service Life Extension Plan (SLEP).

(e) The year the ship will be taken out of service.

(3) The total number of ships in each class.

An updated version of the shipbuilding plan will be provided to the Cutter Resource Council each year prior to the submission of the Capital Investment Plan, and again each year prior to the DHS Resource Allocation Decision (RAD) Passback.

b. Resource Proposals to Support AC&I or OE Programs: A prioritized list of RPs shall be submitted to the Cutter Resource Council prior to September of each year, detailing which RPs will be developed as part of the FY+2 budget prepared during the fall of that year. RPs will be primarily, but not exclusively, prepared by CG-751, CG-761, CG-451, CG-6 and CG-9.

10. DEFINITIONS. The following definitions apply to the service life of a cutter:

a. Design Service Life: Designer's estimate of the ship's life before reaching obsolescence.

b. End of Service Life (EOSL): The point at which the ship's major hull, mechanical, and electrical systems reach obsolescence.

c. Fatigue Life: Designer's estimate of the lifespan of the structural components of the ship before critical failure.

d. Mid-Life Maintenance Availability (MMA): A planned series of major maintenance projects conducted on a vessel, during a single maintenance availability or a series of closely spaced availabilities, conducted as a vessel approaches 50% of its Design Service Life. The need for a MMA is built into the original design of the vessel and is considered essential for the vessel to achieve its Design Service Life. A vessel's failure to undergo an MMA compromises its ability to operate to the end of its Design Service Life.

e. Remaining Service Life: The period of time for which a cutter can reasonably be expected to continue to operate. Reference (c) defines this as, "The time period during which no "major expenditures" will be required for hull and structural repairs or modernizations, nor for machinery or system modernizations based solely on the cutter's capability to meet existing mission requirements. Boards shall consider the "cumulative" cost effect when finding individual or multiple systems or equipment which require estimated, aggregate expenditures in excess of 50% of the cutter's annual Standard Support Level."

f. Service Life Extension Plan (SLEP): A planned series of major maintenance projects conducted on a vessel, during a single maintenance availability or a series of closely-spaced availabilities, which formally adjust the vessel's remaining service life beyond its Design Service Life.

11. STAKEHOLDER ROLES AND RESPONSIBILITIES.

a. CG-751 (Sponsor). Serves as the overall coordinator of CCAMP. CG-751 shall:

(1) Establish and maintain a list of cutters to be managed via CCAMP.

(2) Establish and maintain target capacity goals (See Reference (b)).

(3) Monitor actual mission performance on a recurring basis for all designated surface assets.

(4) Work with DCO-81 to identify gaps between asset performance goals and actual asset performance for all designated surface assets.

(5) Initiate a Business Case Analysis (BCA) for SLEP/Recapitalization.

b. CG-761 (C4 & Sensor Sponsor's Representative)

(1) Identify C4 & Sensor gaps that effect mission performance goals and actual mission performance for all designated surface assets.

(2) Assist CG-751 with C4 & Sensor system requirements to be included in BCA for SLEP/Recapitalization.

(3) Validate C4 & Sensor requirements prior to recapitalization decision.

c. CG-4 (HM&E Technical Authority). CG-4 shall:

(1) With CG-6, SFLC and associated product line, prioritize maintenance requirements per cutter class in coordination with CG-751 and/or asset owner.

(2) Identify and prioritize, by class, assets that require recapitalization or In-service Cutter Sustainment.

d. CG-6 (C4IT Technical Authority). CG-6 shall:

(1) With CG-4, prioritize maintenance with a specific focus on C4IT systems.

(2) Determine which systems require upgrades or replacement during availabilities.

e. CG-9. CG-9 shall:

(1) Submit AC&I resource proposals for recapitalization or In-service Vessel Sustainment (ISVS) in coordination with CG-751 and/or asset owner.

(2) Provide the APB.

f. DCO-8 (Resource Manager and Program Review) shall:

(1) Assist in developing a resource/fiscal strategy to acquire, operate and maintain the fleet.

(2) Incorporate the CCAMP outputs into the Capital Investment Plan.

12. RECORDS MANAGEMENT CONSIDERATIONS. This Instruction has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C. 3101 et seq., NARA requirements, and Information and Life Cycle Management Manual,

COMDTINST M5212.12 (series). This policy does not create significant or substantial change to existing records management requirements.

13. ENVIRONMENTAL ASPECT AND IMPACT CONSDERATIONS.

a. The development of this Instruction and the general policies contained within it have been thoroughly reviewed by the originating office in conjunction with the Office of Environmental Management and are categorically excluded under current USCG categorical exclusion (CE) # 33 from further environmental analysis, in accordance with Section 2.B.2 and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 (series). Because the Instruction contains guidance on, and provisions for, compliance with applicable environmental mandates, Coast Guard categorical exclusion #33 is appropriate.

b. This directive will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental condition; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in the Instruction must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), Council on Environmental Policy, NEPA regulations at 40 CFR Parts 1500-1508, DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates. Due to the administrative and procedural nature of the Manual, and the environmental guidance provided within it for compliance with all applicable environmental laws prior to promulgating any directive, all applicable environmental consideration are addressed appropriately in the Instruction.

14. FORMS/REPORTS. None

M. E. BUTT /s/
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Capability

Encl: (1) General Cutter Lifecycle
(2) Acronym List

GENERAL CUTTER LIFECYCLE (FIRST IN CLASS)

Year	Event	AC&I Expenditure	Documentation
10 - 12 years before delivery.	Survey, Design, and Construction	Survey, Design, and Construction	In accordance with Reference. (a).
1	Delivery		Class TACMAN promulgated
2			ROC/POE promulgated / Manpower Requirements Analysis conducted
3	Drydock Availability		
4			
5	Dockside Availability		
6	Drydock Availability		Class TACMAN updated
7			
8	Dockside Availability		
9	Drydock Availability		
10		Mid-Life Survey, Design, and Execution	
11	Dockside Availability		Class TACMAN updated
12	Drydock Availability		
13			
14	Dockside Availability		
15	Mid-Life Maintenance Availability		
16			Class TACMAN updated
17	Dockside Availability	Replacement Survey and Design	Draft Replacement MAR
18	Drydock Availability		Draft Replacement MNS
19			Draft Replacement CONOPS
20	Dockside Availability		Draft Replacement ORD
21	Drydock Availability		Class TACMAN updated
22			
23	Dockside Availability		
24	Drydock Availability	Replacement Construction	
25			Class TACMAN updated
26	Dockside Availability		NEPA/NHPA Studies for Decommissioning
27	Drydock Availability		
28			
29	Delivery of Replacement		
30	Decommissioning		
31	Disposal		

ACRONYM	DESCRIPTION
BCA	Business Case Analysis
C4IT	Command, Control, Communications, Computers and Intelligence
CCAMP	Cutter Capital Asset Management Plan
COMDTINST	Commandant Instruction
CONOPS	Concept of Operations
EOSL	End of Service Life
HM&E	Hull, Mechanical and Electrical
ISVS	In Service Vessel Sustainment
MAR	Mission Analysis Report; Major Acquisition Review
MMA	Mid-Life Maintenance Availability
MNS	Mission Needs Statement
MSAM	Major Systems Acquisition Manual
NEPA	National Environmental Policy Act
NHPA	National Environmental Policy Act
ORD	Operational Requirements Document
POE	Projected Operational Environment
ROC	Required Operational Conditions; Receipt of Change
SLEP	Service Life Extension Plan
SSL	Standard Support Levels
SSMEB	Ship's Structure and Machinery Evaluation Boards
TACMAN	Tactical Manual