

COMDTINST 16114.20
Oct 31 2001

COMMANDANT INSTRUCTION 16114.20

Subj: RESPONSE BOATS 2010 – THE SHORE-BASED RESPONSE BOAT STRATEGIC VISION & TRANSITION PLAN

- Ref:
- (a) Coastal Zone Mission Analysis Report dtd June 1999
 - (b) Boat Management Manual, COMDTINST M16114.4 (series)
 - (c) Operating Facilities (OPFAC) of the U.S. Coast Guard, COMDTINST M5440.2 (series)
 - (d) Boat Crew Training Manual, COMDTINST M16114.9 (series)
 - (e) Coast Guard Boat Readiness and Standardization Program Manual, COMDTINST M16114.24 (series)

1. PURPOSE. This Instruction establishes the Coast Guard’s strategic vision and plan with which the current shore-based response boat system will be transitioned to a more effective system of standardized shore-based response boats over the next decade. It builds on foundational work completed in reference (a), but does not address requirements for boats designed to support aids to navigation missions. This Instruction is intended for the internal administration of the Coast Guard and does not create rights or privileges for other parties.
2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, chief counsel, and special staff offices at Headquarters shall comply with this Instruction.
3. DIRECTIVES AFFECTED. This Instruction modifies the policy concerning procurement, management and transition of the Coast Guard’s boat fleet and modifies current policy outlined in reference (b).
4. DEFINITION. For the purposes of this Instruction and for future force planning, a “shore-based response boat” is defined as a vessel, less than 65’ in length, assigned to a multi-mission station or marine safety unit. With the exception of punts and skiffs, most are designed and procured to be capable of performing several different Coast Guard missions effectively. Numbers indicated throughout this Instruction represent authorized or intended unit boat allowances and not actual inventory counts. Reference (c) includes a complete description of all currently authorized boat types.

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5. INTRODUCTION.

- a. The Coast Guard operates an extensive network of boat units dedicated to the performance of Coast Guard patrol and response missions that include Search and Rescue, Enforcement of Laws and Treaties and Marine Environmental Protection. This network is comprised of multi-mission stations and marine safety units (particularly those that are geographically distant from a multi-mission station). A variety of boats are used for mission response and, in most cases, each unit has more than one boat type assigned. This provides some flexibility to respond with the most appropriate boat for the mission to be performed. Ideally, the size, draft, speed and load capacity of the boats assigned to each location is matched with actual mission need. This allows a fully capable response to all missions while not burdening the unit with unnecessary training and maintenance requirements resulting from excessive boat capability or number of boat allowances.
- b. Together, Coast Guard boats and the stations and marine safety units to which they are assigned represent a shore-based response boat system. This system contains a range of capabilities from small, shallow draft, open construction boats to rugged, heavy weather motor lifeboats. Ideally, the capabilities of each boat type within the system complement the others. Replacement of boat types within the system must be accomplished, not on a one for one basis, but rather with regard to the needs and performance of the overall system.

6. BACKGROUND.

- a. The United States Coast Guard has compelling, and sometimes competing, interests to operate both the most effective and efficient force of shore-based response boats possible. At present, there is evidence that the current force meets neither of these criteria, as the majority of the service's over 600 shore-based response boat force is comprised of non-standard boats purchased locally at the district level. Local purchases of non-standard boats in such numbers have resulted in training, support, and per-unit acquisition costs that are higher than necessary. Additionally, local acquisition of boats has often been based upon personal preference and experience, rather than the rigorous analysis of data that should be the basis of a force of this size.
- b. The acquisition and implementation of the 47' Motor Lifeboat (MLB), the need to replace the 41' Utility Boat (UTB) within five years, and the yearly replacement of aging non-standard boats have all provided a unique opportunity to begin to regard and manage Coast Guard shore-based response boats as a capability system. Rather than replacing boats, or even fleets, on a one for one basis, the capabilities, structure and siting of the required shore-based response boat force has been identified through data analysis and coordinated with operational commanders. Boat purchases and siting, operational plans, and staff schedules can now be structured to support overall force goals.
- c. Implementation of the vision of the Coast Guard boat force as a capability system rather than discrete fleets of boats has already begun. It began when the Coast Guard decided to build and site the 47' MLB fleet to not simply replace the 44' MLB fleet, but rather to address all of the service's heavy weather boat needs. Rigorous examination of years of weather and search and rescue data resulted in the distribution of the new, slightly larger MLB fleet looking much different from that of its predecessor. The greater speed of the 47' MLB has allowed fewer to be sited in some northern areas without any degradation in service to the public. It is also being deployed to southern locations that have not previously had MLBs assigned. In these locations, they are replacing UTBs because historical data shows the need

for a heavy weather, offshore boat. This larger, more dispersed MLB fleet provides a substantial “anchor to windward” for the shore-based response boat force overall and is a solid basis for building the force into an integrated system.

- d. Building upon the capabilities and siting of the 47’ MLB, we will continue structuring an efficient and effective shore-based response boat system. Retirement of the 41’ UTB fleet, the Coast Guard’s day-to-day workhorse, must begin within the next five years. The Response Boat – Medium (RB-M), which will replace it, will be designed and procured based upon the needs of the shore-based response boat system in light of the capabilities and siting of the 47’ MLB fleet.
- e. Additionally, there is a well-recognized need to standardize the approximately 400 non-standard shore-based response boats now in operation to reduce required training and provide economies of scale in both acquisition and support. These boats are important to provide multiple boats on missions when required, and more efficient platforms for lower risk and less demanding missions. While most district commanders have made substantial efforts to standardize within their Areas of Responsibility (AOR), there is a consensus that a system of standard boats could fill the overwhelming majority of operational requirements service-wide. Development of a standard Response Boat Small (RB-S) will be an efficient and economical way to supplement the capabilities of MLBs and RB-Ms, and ensure the shore-based response boat system meets mission demands. Only in the most unique situations will special purpose craft (SPC) be approved by Commandant.
- f. Properly structuring and implementing a coherent, systemized shore-based response boat system is crucial to properly managing workload for our station crews. Implementation of the plan will not only reduce boat maintenance and training requirements, but will also greatly reduce instances of boats that greatly exceed or fail to meet unit requirements and unnecessarily increase the crew’s workload.

7. POLICY.

- a. This document describes the current boat force mix, desired future state of the Coast Guard shore-based response boat force, as well as the transition plan to achieve this desired state. Numbers indicated throughout this Instruction represent authorized or intended unit boat allowances and not actual inventory counts. The Future boat force laydown envisioned by this Instruction was developed using the Boat Operations Force Allocation Model, in conjunction with multiple reviews by Area and district commanders. Decisions concerning Coast Guard shore-based response boats shall be made using this plan to ensure non-standard boat procurements and unit boat allowance change requests support the provisions and goals stated herein. Section 1.d.(1)(b) of enclosure (1) supercedes boat procurement and replacement guidance published in reference (b). Holders of reference (b) should file a copy of this Instruction with it for ease of use and reference.
- b. Ensuring sufficient flexibility to accommodate both micro changes (changes to individual unit allowances) and macro changes (addition or deletion of service-wide mission areas) is critical to the success of any long-term force allocation scheme. The asset distribution outlined in this document is based upon existing requirements, historical databases, and resulting trend projections. Enclosure (1) outlines the shore-based response boat force’s transition from the current force of multiple boat type designations filled by numerous and varied boat models, to a future efficient force of only a few designated standard and non-standard boat types and models. In addition to outlining Current Force boat type capabilities,

enclosure (2) also provides a preliminary listing of Future Force boat type capabilities. While such a methodology is well suited to established mission areas, it does not provide for emerging requirements, such as Homeland Security and Weapons of Mass Destruction Response. This plan is promulgated with a commitment to two important provisions for its execution:

- (1) This plan will remain a “living” document that will serve as a baseline and an “intellectual table around which boat force leaders and customers can gather” to discuss and implement changes both large and small. As the needs of individual Coast Guard units and the Service as a whole change (new requirements are articulated and approved), so will the force lay down of boats. To facilitate discussion and information sharing, the [Shore-Based Response Boat Siting Plan](#) (the current and projected unit boat allowances by district and unit) will be maintained on the Commandant (G-OCS) intranet web site available at <http://cgweb.comdt.uscg.mil/G-OCS/BoatBranch.htm>. Significant changes will not be made to this document without the participation and concurrence of all involved parties.
 - (2) Operational requirements for acquisition of new boat fleets will be established with the full involvement of all program offices. These requirements will, to the maximum extent possible, incorporate the needs of emerging mission areas. However, the degree to which requirements unique to an emerging mission can be incorporated into a fleet purchase will depend upon the degree to which the requirements for that emerging mission area have been articulated and approved.
8. POLLUTION PREVENTION (P2) CONSIDERATIONS. Pollution Prevention considerations were examined in the development of the directive and have been determined to be not applicable.

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Assistant Commandant for Operations

- Encl: (1) Current, Future, Interim Forces, and Transition Plan
(2) Shore-Based Response Boat Capability Chart

Current, Future, Interim Forces, and Transition Plan

1. **OVERVIEW:** Figure (1-A) illustrates the shore-based response boat force's transition from a force with 15 boat type designations (including the IMARV) filled with numerous and varied boat types and models, to a force of four designated standard boat types, one fleet of skiffs, and one special purpose craft (SPC) category. Redesignation of existing boats and allowances to achieve the "Interim Force" illustrated in Figure (1-A) will occur during FY02. Boat standard support levels will be adjusted in the FY02 Operations and Support Budget Models to reflect these new designations. The "Future Force" also depicted in Figure (1-A) will be achieved once acquisition programs for the 47' MLB, the Near Shore Lifeboat (NLB), RB-M, and RB-S have been completed.

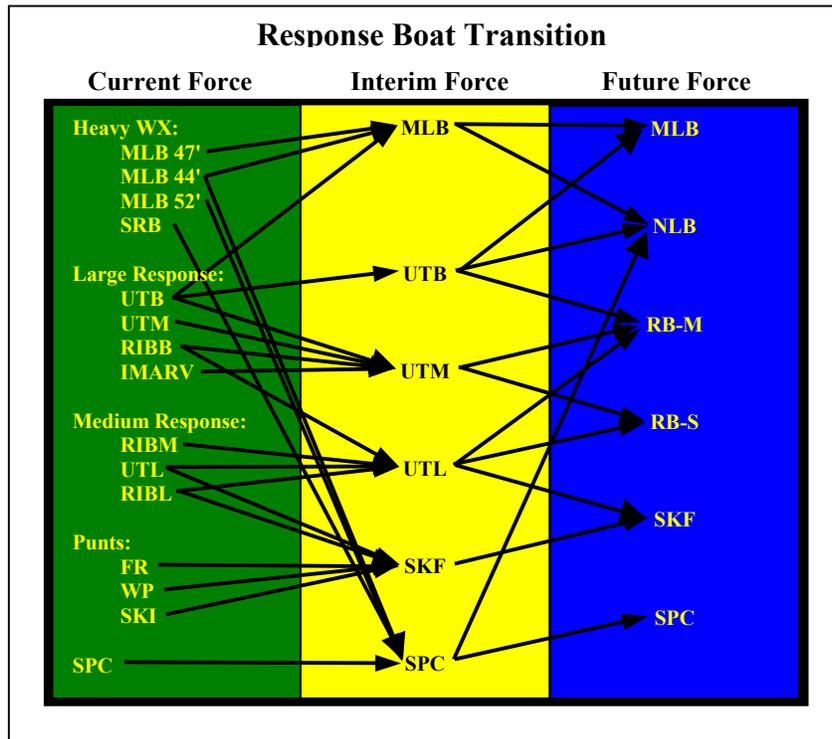


Figure (1-A)

Note: Current inventory data is available on the Commandant, Office of Boat Forces (G-OCS) web site at <http://cgweb.comdt.uscg.mil/G-OCS/BoatMgmt/entrance.htm>. The current and projected listing of unit boat allowance needs is available at <http://cgweb.comdt.uscg.mil/G-OCS/BoatBranch.htm>.

- a. **CURRENT FORCE:** Our current shore-based response boat force mix, with the exception of recent 47' MLB siting analysis, has historically been based on locally identified operational requirements. Unit boat allowance changes have often been influenced by current operational commander mission focus and vary considerably in articulated justification and analysis. Boat type designations have been based on a combination of size, construction and mission requirement. This method of classifying boats has led to a diverse, conflicting and confusing mix of boat type designations. The following tables list our current boat type designations by general category.

(1) Heavy Weather Assets:

Boat Class
47' Motor Lifeboat (MLB)
44' Motor Lifeboat (MLB)
52' Motor Lifeboat (MLB)
30' Surf Rescue Boat (SRB)
<i>Boat Class Description: Although varying in overall capability, all are designed to operate in heavy weather (greater than 8' seas and 30 kt winds), and are self bailing, self-righting boats.</i>

(2) Large/Medium Response Assets:

Boat Class
41' Utility Boat, Big (UTB)
Utility Boat, Medium (UTM - 25' - 40' 11" closed construction, fiberglass or aluminum hulled boat which may have fendering, and has installed electronics and engines)
Rigid Inflatable Boat, Big (RIBB - 22' - 28' fiberglass or aluminum hulled boat with installed pneumatic sponsons)
Independent Maritime Response Vessel (IMARV – 50' & 55') Note: This boat type is being phased out and shore-based units will assume its missions.
<i>Boat Class Description: Varying significantly in capability, all are designed to operate in moderate weather and sea conditions (up to 8' seas and 30 kt winds) where speed and maneuverability are needed.</i>

(3) Small Response Assets:

Boat Class
Rigid Inflatable Boat, Medium (RIBM - 16' - 21' 11" fiberglass or aluminum hulled boat with installed pneumatic sponsons)
Rigid Inflatable Boat, Light (RIBL - 13' - 15' 11" fiberglass or aluminum hulled with installed pneumatic sponsons)
Utility Boat, Light (UTL - 15' - 24' 11" open or closed construction, fiberglass or aluminum hulled boat which may have fendering, and has installed electronics and engines)
<i>Boat Class Description: Also varying in capability, these boats are designed to operate in light to moderate weather and sea conditions (typically up to 4' seas and 20 kt winds) where speed and maneuverability is needed. They are used primarily as a unit's secondary response boat.</i>

(4) Punts and Skiffs:

Boat Class
Flood Relief Punt (FR - trailered 12'-16' open construction boat used for flood rescue ops)
Skiff, Ice (SKI - trailered 14' open construction boat used for ice rescue ops)
Work Punt (WP - trailerable, open construction boat less than 18' without installed electronics used for unit tendering, waterborne maintenance, and <i>immediate</i> vicinity SAR response)
<i>Boat Class Description: These open-construction boats have little to no electronic equipment installed, and are usually stored on trailers. They are included here because of the special SAR mission FR and SKI boats perform. WPs should not be considered SAR resources although, their use is sometime necessary for immediate vicinity SAR response (e.g., directly adjacent to the unit, in shallow flats, or as deployed from larger boats where required). WP boat allowances are normally approved for the sole purpose of unit support missions such as tendering and waterborne maintenance.</i>

(5) Special Purpose Assets:

Boat Class
Special Purpose Craft – Airboat (SPC (Airboat)) Airboat assigned to Station St. Clair Shores, MI)
<i>Boat Class Description: From time to time, a need arises for extremely unique SAR platforms that do not clearly fit into any other boat type designation. Currently, one boat fits this category.</i>

b. **FUTURE FORCE:** A capability based boat force mix. The desired end state of the Shore-Based Response Boat Transition and Siting Plan has greater than 90% of shore-based response boats belonging to one of four standard fleets. The following tables list our future state boat type designations by standard and non-standard boat category.

(1) Standard Boat Types: Recent analysis, site visits and discussions with operational commanders have revealed one gap in the Shore-Based Response Boat Siting Plan provided to operational commanders for review in Aug 1999. A requirement exists for a small fleet of near-shore surf capable boats that cannot be met by the 47' MLB fleet. The 47' MLB fleet is unable to meet this need because of its draft and limitations on fleet size. Defining this need is still in progress and the notations in enclosure (2) indicate only a preliminary assessment.

Boat Class
47' Motor Lifeboat (MLB)
Near Shore Lifeboat (NLB)
Response Boat – Medium (RB-M)
Response Boat – Small (RB-S)

- 47' Motor Lifeboat (47' MLB) - The 47' MLB will be the primary heavy weather and surf response boat for the Coast Guard. It will also provide the shore-based response boat system's heavy towing capacity. The acquisition of the 47' Motor Lifeboats, for strategic planning purposes, is closed out. 117 production version MLBs are being produced. Three pre-production hulls will be retained in long-term dry storage as attrition spares (they will not be operated unless and until they are reconfigured to the existing standard and safe configuration).
- Near-Shore Lifeboat (NLB) - The NLB will be the shore-based response boat that will serve in locations where heavy weather or surf capability is required but, because of environmental factors, mission workload or support capability, a 47' MLB is inappropriate. This small fleet is still in the concept development stage. Preliminary schedule is for concept development in FY01 through FY03, and acquisition in FY04.
- Response Boat – Medium (RB-M) - The RB-M will provide the primary non-heavy weather multi-mission capability at response units. All multi-mission stations will be equipped with at least an MLB, NLB or RB-M. This boat fleet will be acquired through a major AC&I acquisition. A project officer has been assigned to Commandant (G-OCS), further project definition is underway now, prototyping is expected in FY03, and the beginning of full acquisition is expected to begin in FY04.

- Response Boat – Small (RB-S) - The RB-S will provide the secondary multi-mission capability at response units. It will provide a shallow water and trailerable capability that is not available from the rest of the shore-based response boat system. Boats this size have traditionally been purchased with OE funds due to the relatively short (5-7 year) service life of previously available non-standard boats. The transition strategy for this capability is to establish a service-wide commercial contract for RB-S and to replace non-standard boats that come out of service with standard boats from this contract. Implementation of the RB-S fleet will be done through attrition beginning in FY03.

(2) Non-Standard Boat Types: In addition to the four standard fleets, there will be two additional classifications of non-standardized boats:

Boat Class
Skiffs (SKF)
Special Purpose Craft (SPC)

- Skiff (SKF) – Skiffs used by stations for response missions, such as ice rescue and flood relief efforts, as well as work punts, will be classified together although they may be of different sizes and configuration. Generally, these boats use hand steered outboard propulsion, have no installed electronics or navigation equipment and offer no crew protection.
 - Special Purpose Craft (SPC) - SPCs represent a small fraction of the future boat force. The size, design and configuration of these vessels are unique to the performance of an authorized mission requiring specialized capability that cannot be provided by a boat within the standardized shore-based response boat fleet. Only after rigorous analysis of approved mission needs and operational capability requirements will Commandant establish SPC allowances and provide funding to field commanders to procure, maintain and operate SPCs.
- (3) Extensive liaison with field commanders and rigorous analysis of historical data using the same approved methodology used for 47' MLB siting has resulted in the Shore-Based Response Boat Siting Plan. This plan is available for reference at <http://cgweb.comdt.uscg.mil/G-OCS/BoatBranch.htm>, and based upon the following agreed upon assumptions:
- (a) In accordance with the joint Commandant (G-O)/(G-M) vision, the Assistant Commandant for Operations will provide all boats and boat services for the Coast Guard. This includes acquisition of boats, allowance management, and development of doctrine and standards. As such, to the maximum extent possible, multi-mission stations shall provide shore-based response boat services for all Coast Guard mission requirements. These boat services, subject to mission prioritization, shall include safe, adequate transportation and the use

of marine electronics and boat outfit common to all Coast Guard standard boat platforms. All equipment unique to a specific response mission, including personal protective equipment (historic SAR station, as well as marine safety/response) for all responders and boat crew, is the responsibility of the Coast Guard unit coordinating the overall mission response.

1 At Coast Guard units where this is not practical due to geographic isolation (including most Marine Safety units on the inland river system), commands shall coordinate with their district program manager and the Office of Boat Forces, Commandant (G-OCS), to determine the boat capability required to meet the unit's mission needs. The Shore-Based Response Boat Siting Plan will be expanded as these unit mission needs are refined at Marine Safety units.

2 When geographic locale and mission needs dictate that Coast Guard boats be assigned to Marine Safety units, boat operators shall conform to all boat crew qualification and certification requirements as required by reference (d), the Boat Crew Training Manual. In addition, standard boat platforms shall be maintained in accordance with appropriate Naval Engineering policy guidance and technical manuals and shall be subject to the provisions of reference (e), the Coast Guard Boat Readiness and Standardization Program Manual.

- (b) Commonality of hull design, propulsion system, and electronics packages result in increased proficiency and safety, while decreasing support and acquisition costs, as well as training overhead.
 - (c) Capability and siting should be based upon historical data modified by the experience and input of field commanders. The analytic methodology used to develop the Shore-Based Response Boat Siting Plan is a valid method of determining initial fleet size and distribution.
- (4) The Shore-Based Response Boat Siting Plan is intended to be a living document that remains open for discussion and revision as to its details. However, it does represent the Coast Guard's vision for shore-based response boats and overall goal in its entirety and will serve as the basis for force and fleet planning and acquisition.

- c. **INTERIM FORCE.** The Interim Force represents a transitional state for the shore-based response boat system between the Current Force and the Future Force. Essentially, it “makes sense” of the myriad of boat types designations to position the Coast Guard for a smooth transition to the Future Force. The Interim Force contains the six boat type designations represented in the below tables. The next section of this enclosure will deal with the specific actions to be taken during the transition from the Current Force to the Interim Force (**Phase 1**) and from the Interim Force to the Future Force (**Phase 2**). In anticipation of this Instruction, several Phase 1 changes have been made; however, other changes (e.g., full force 47’ MLB delivery and 44’ MLB phase-out) will take several years to complete.

(a) Motor Lifeboats (MLB)

Boat Class
47’ Motor Lifeboat (MLB)
44’ Motor Lifeboat (MLB)
52’ Motor Lifeboat (MLB)
<i>Boat Class Description: All 47’MLB and 44’MLBs will retain this boat type designation. 52’ MLBs will transition to the SPC (HWX) class.</i>

(b) Utility Boat, Big (UTB)

Boat Class
41’ Utility Boat, Big (UTB)
<i>Boat Class Description: Contains only standard 41’ UTBs.</i>

(c) Utility Boat, Medium (UTM)

Boat Class
Utility Boat, Medium (UTM)
<i>Boat Class Description: UTM’s are 25’- 40’ 11” in length, closed or partially closed cabin, fiberglass or aluminum hulled boats which may have fendering, have installed electronics and engines, and fill an authorized STA (sm) allowance as the unit’s primary response boat. All other boats in this size range will be designated UTL.</i>

(d) Utility Boat, Light (UTL)

Boat Class
Utility Boat, Light (UTL)
<i>Boat Class Description: UTLs are 17' – 28' 11" fiberglass or aluminum hulled boats which may have fendering, have installed electronics and engines, and which do not fill a STA (sm) primary response boat allowance. The UTL boat type designation is representative of the secondary response platform at multi-mission stations. UTL will encompass all remaining shore-based response boats (with the exception of skiffs and SPCs). It includes all boats, which previously filled RIBB, RIBM, UTL and RIBL allowances. Based on the variety of boats that will make up this designation, it will have two Standard Support Levels (SSLs).</i>

(e) Skiff (SKF)

Boat Class
Skiff (SKF)
<i>Boat Class Description: SKFs are trailerable, open construction boats <19' without installed electronics used for unit tendering, waterborne maintenance, and specialized immediate vicinity SAR response. The resulting figure includes pending CGD8 FR (Flood Relief Punt) boat allowance changes.</i>

(f) Special Purpose Craft (SPC)

Boat Class
Special Purpose Craft- Airboat- (SPC-Airboat)
Special Purpose Craft – Heavy Weather (SPC-HWX)
Special Purpose Craft – Law Enforcement (SPC-LE)
Special Purpose Craft – Surf Rescue (SPC-Surf)
<i>Boat Class Description: SPCs represent a small fraction of our current inventory. The designation will continue to represent vessels that are unique in the performance of an authorized mission requiring specialized capability that cannot be provided by a boat within the standardized shore-based response boat fleet. Only after rigorous analysis of approved mission needs and operational capability requirements will Commandant establish new SPC allowances.</i>

b. **TRANSITION PLAN.** Over the next several years, the current shore-based response boat force will be transitioned to the desired Future Force. The transition will be accomplished in two phases. The first phase will transition the system from the Current Force to the Interim Force. This action consists primarily of boat management and administrative accounting changes. This effort began in FY00 as the Office of Boat Forces, Commandant (G-OCS), aligned ACF-30 standard support levels (SSLs) to provide the same funding level to both RIBMs and UTLs, and in FY01 with providing the same SSLs to UTM and RIBBs. The second phase will transition the Interim Force to the Future Force. This phase focuses on fielding the new boats brought into service as a result of three acquisition projects (RB-M, RB-S, and NLB) sponsored by the Office of Boat Forces. In addition, it will address additional boat management and accounting changes.

(1) The following general guidance is provided and supplements the detailed guidance provided by boat class on the following pages.

(a) Operational commanders must be cautious about recommending boat allowance changes that are contrary to those indicated by this Instruction. Deviations from the plan run a high risk of jeopardizing the scope of both the RB-M and RB-S acquisitions.

(b) To effectively manage this transition period requires that greater centralized control of non-standard boat acquisitions be exercised. These controls are necessary to insure the integrity of the transition. To accomplish this the following guidance shall be followed:

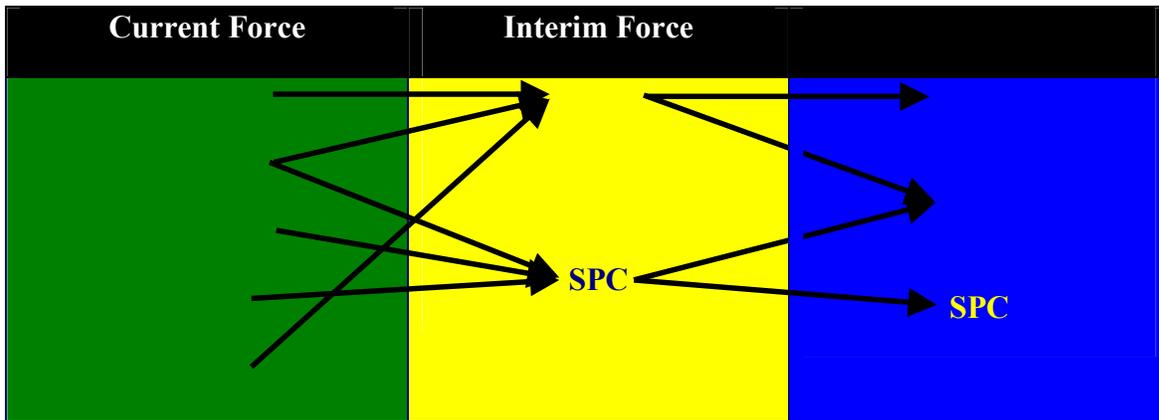
1 As is current policy, new purchases of boats shall only be made to fill an authorized allowance. Changes from current allowances require approval of the Office of Boat Forces.

2 Only boats less than 24' 11" shall be purchased to fill authorized UTL allowances. This length restriction includes the purchase of boats that would replace a boat of greater length. This action begins to align the Interim UTL class with the forecasted capabilities required of the future RB-S.

3 Due to the large size range of the Interim UTM boat type designation (25' or greater), new purchases of boats to fill authorized UTM allowances shall be coordinated with and approved by the Office of Boat Forces. This will ensure that the boat selected to fill these allowances is appropriate. Based on current capability requirements, Interim Force UTMs will typically be less than 31' in length.

(c) As boat type designations are deleted, the boats filling these allowances will be reclassified in accordance with this plan. Unit boat allowance changes will also be made.

Motor Lifeboats



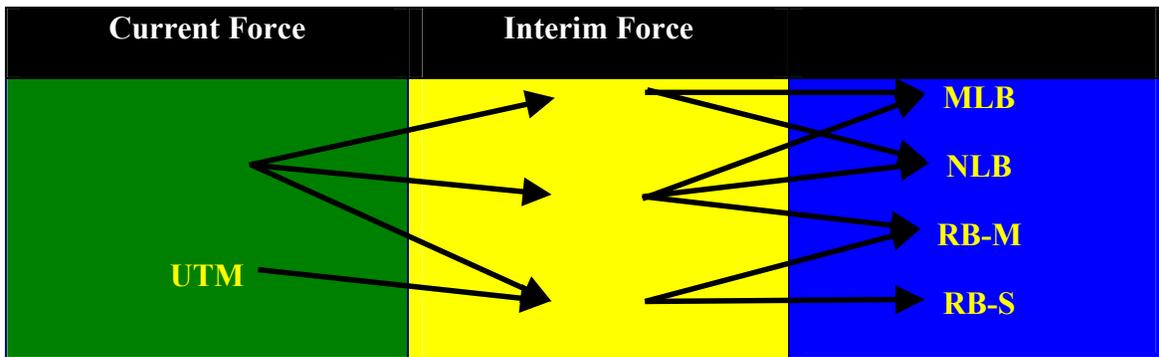
Overview: The transition to the future state has been underway since the first production 47' MLB was delivered in 1997. The final total of 117 47' MLBs will be delivered by the summer of 2003. The siting of these boats is depicted in the Shore-Based Response Boat Siting Plan. Three pre-production hulls will be retained in long term dry storage as attrition spares (they will not be operated unless and until they are reconfigured to the existing safe and standard configuration.)

Phase 1 (Current Force to Interim Force):

- The 47' MLB acquisition and siting plan calls for the replacement of 37 UTBs with 47' MLBs. As these deliveries take place and crew training/certification transition is complete, unit UTB boat allowances will be changed to MLB allowances, and funded at the MLB (Base) level.
- The remaining operational SRB will be changed to SPC (Surf). The current funding level will not change.
- The unique requirements met by the 52' MLB are expected to continue. The four 52' MLB allowances in CGD13 will be converted to SPC (HWX) allowances. The funding level for these allowances will not change.
- Funding level adjustments as a result of 47' MLB deliveries will take effect in the subsequent fiscal year's budget model.

Phase 2 (Interim Force to Future Force):

- The 47' MLB acquisition and siting plan to complete the replacement of the remaining 44' MLBs, and designated 41' UTBs will continue through FY03. Upon MLB deliveries and crew training/certification transition, unit boat allowances will be revised as indicated in the 47' MLB Acquisition and Siting Plan.
- At several unique locations around the Coast Guard (e.g., within CGD1 and CGD13) an NLB will best meet unit mission requirements. Following concept development and acquisition, NLBs will replace Interim Force MLB, UTB and/or SPCs. Unit boat allowance changes will be initiated upon NLB delivery.

Utility Boats, Big

Overview: The UTB class will be transitioned out of service. As mentioned, twelve UTBs were replaced during FY00, another 25 will be retired through siting the remaining 47' MLBs. The remaining 137 UTBs will transition to Interim Force UTMs at Stations (small) or/and be replaced by RB-Ms during the acquisition project.

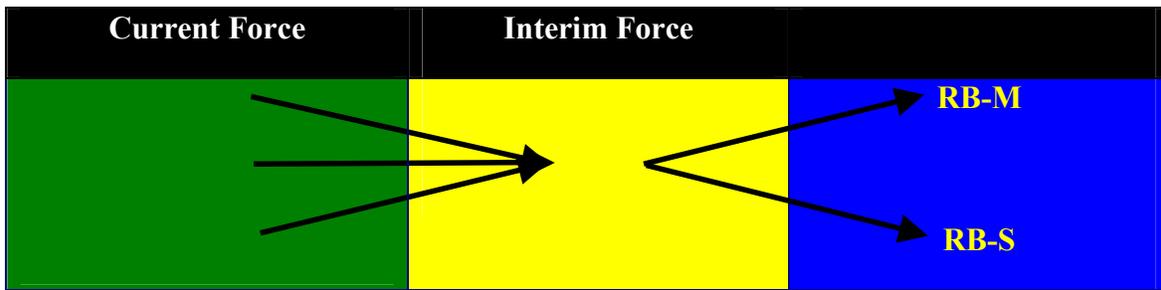
Phase 1 (Current Force to Interim Force):

- As mentioned, another 25 UTBs will be replaced as a direct result of the 47' MLB Acquisition and Siting Plan. Following the new 47' MLB delivery and crew training/certification transition, unit UTB boat allowances will be changed to MLBs or deleted as planned. Boat operating and support funding changes will be incorporated in the next fiscal year's budget model. Excess operating funding resulting from deleted allowances will be recouped mid-year.
- No new UTB boat allowances will be established. All remaining UTB boat allowances will remain until changed by fully justified unit boat allowance changes. Each individual UTM boat allowance change request, particularly when the request involves decreasing unit capability from a UTB must be scrupulously evaluated.
- The CGD1 IMARV and unit allowance will be changed to a UTM upon unit OPFAC change. The CGD5 IMARVs will be addressed as unique unit boat allowances during the transition between Phase 1 and Phase 2.

Phase 2 (Interim Force to Future Force):

- The RB-M acquisition will be accomplished through a major AC&I acquisition. The standardized RB-M will essentially replace all remaining UTBs and most UTMs. Unit boat allowance changes will be initiated as each RB-M is delivered.
- At several unique locations around the Coast Guard (e.g., within CGD1 and CGD13) an NLB will best meet unit mission requirements. Following concept development and acquisition, NLBs will replace Interim Force MLB, UTB and/or SPCs. Unit boat allowance changes will be initiated upon NLB delivery.

Utility Boats, Medium



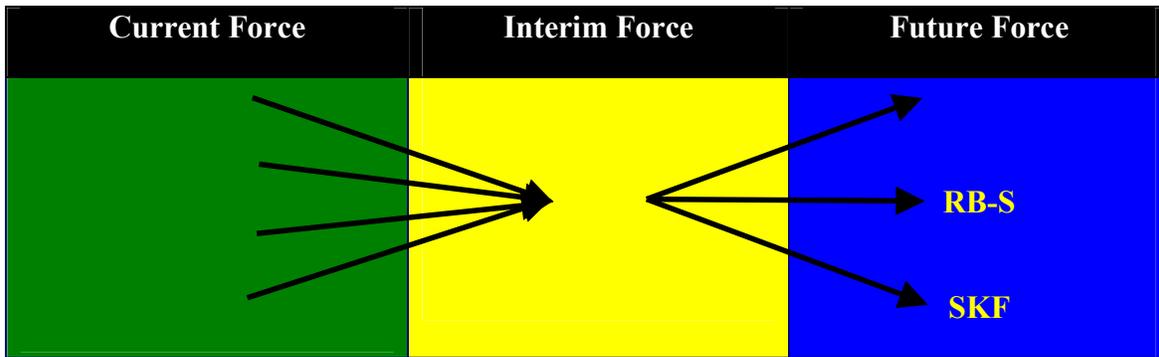
Overview: During transition, the UTM boat designation will remain as the boat type representative of large non-standard shore-based response boats that are operated at **stations (small)** as the **primary response resource**. The Future Force will see most transitional UTM allowances replaced by RB-Ms.

Phase 1 (Current Force to Interim Force):

- UTM will be the classification for all boats 25’ or greater in length where the boat fills an authorized station (small) unit boat allowance as the **primary response boat**. Other boats in this size range will be designated UTL or SPC (LE).
- Each individual boat allowance change request for UTMs, particularly when the request involves decreasing unit capability from a UTB must be scrupulously evaluated. It is not always in the best interest of every station (small) to downgrade the unit’s capability by replacing the unit standard boat.
- Station (small) UTM boat allowances will remain UTMs at the current funding level.
- At several stations (small), the current unit boat allowance includes an RIBB, and is the primary unit response resource. At these units, the RIBB allowance will be converted to a UTM.
- All remaining RIBB boat allowances will be downgraded to UTLs. The allowance funding level will also be adjusted to a higher UTL (Full) level.
- Funding level adjustments will take effect in the FY02 Operations Budget Model.

Phase 2 (Interim Force to Future Force):

- The RB-M boat fleet will be acquired through a major AC&I acquisition. The standardized RB-M will replace most UTMs during the acquisition phase, though some may be replaced by RB-Ss depending upon the projected future capability need of the unit. Unit boat allowance changes will be initiated as each RB-M is delivered.

Utility Boats, Light

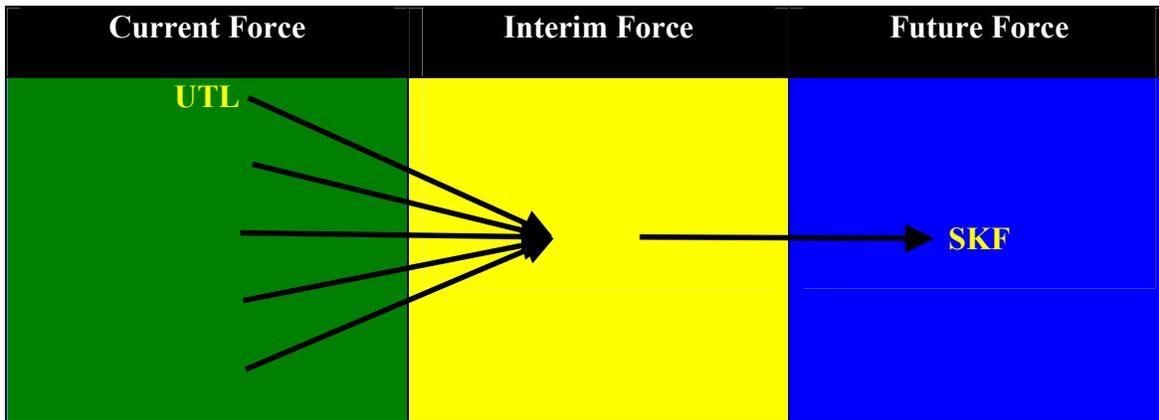
Overview: The transitional UTL boat designation will represent most of the remaining shore-based response boats. Although the standardized RB-S will fill the Coast Guard's lower capability need, our current inventory of smaller to medium sized response resources vary considerably in manufacturer and size between 17 and 36 feet. With consideration to this diverse boat inventory, as we transition to the RB-M and RB-S, our current four boat type designations (RIBB, RIBM, UTL, and RIBL) will be generalized into one boat type with two SSLs.

Phase 1 (Current Force to Interim Force):

- RIBB boat allowances at **stations (small)** where the boat filling the allowance is the unit's **primary response boat** will be converted to UTM's. Remaining RIBBs will be downgraded to UTLs, and funded at the higher UTL (Full) or SPC (LE) funding level.
- All RIBM boat allowances will be converted to UTLs. The budget model funding level will be based on the size of the boat currently filling the UTL allowance.
- Most RIBL boat allowances will be converted to UTLs except where the boat currently filling the allowance is actually an inflatable punt. UTL converted RIBL allowances will be funded at the lower UTL (Base) funding level. Those RIBL allowances downgraded to SKFs will be supported at the SKF funding level.
- Those boats currently filling UTL boat allowances that are actually inflatable or hard-sided punts will also be redesignated as SKF, and funded at that level.
- Funding level adjustments will take effect in the FY02 Operations Budget Model. The two UTL SSLs will be identified in the budget model as UTL (Base) and UTL (Full) funding levels. Initial funding levels will be set based upon previously provided district input and available budget model funding.
 - UTL (Base) - Boats 24' 11" and smaller will receive maintenance and operating funding comparable to the FY01 UTL SSL.
 - UTL (Full) - Boats 25' and larger will receive a higher SSL recognizing the generally more complex and costly systems associated with larger boats.

Phase 2 (Interim Force to Future Force):

- The RB-S will provide the secondary multi-mission capability at response units. The transition strategy for this capability is to establish an OE-funded service-wide commercial contract for RB-S and to replace non-standard boats that come out of service with standard boats from this contract.
- The standardized RB-S will replace most UTLs during the acquisition phase, though some may be replaced by RB-Ms depending upon the projected future capability need of the unit. Unit boat allowance changes will be initiated as each RB-M or RB-S is delivered.

Skiffs

Overview: Skiffs will continue to be used throughout the Coast Guard for various support and specialized unit response missions. Although the response mission for flood relief punts and ice rescue skiffs are significantly different, they are similar in capability and support funding need. These hulls will be redesignated SKF allowances. Due to similar funding requirements and the possibility that unit work punts (WPs) may be used for immediate vicinity SAR response, they will be included in the new SKF classification.

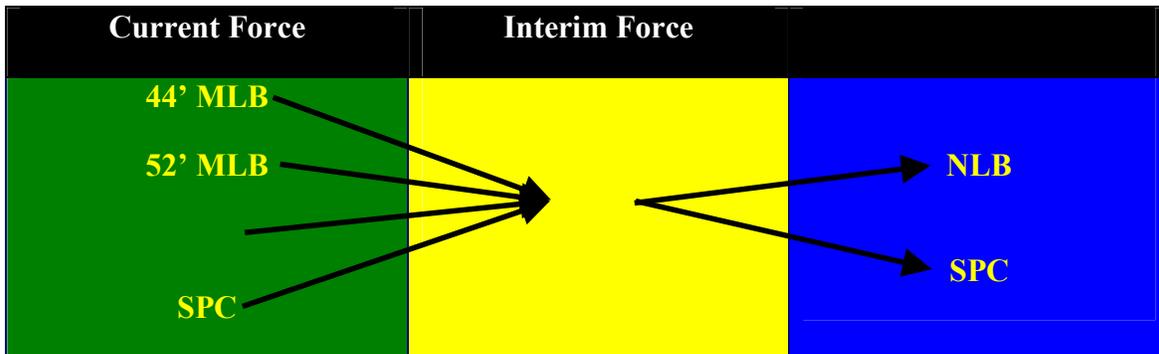
Phase 1 (Current Force to Interim Force):

- All flood relief punts and ice rescue skiff boat allowances will be converted to SKF allowances.
- All WP boat allowances will also be converted to SKF allowances.
- The funding level for SKF allowances will be matched at the previous FR level. Funding level adjustments will take effect in the FY02 Operations Budget Model.

Phase 2 (Interim Force to Future Force):

- SKFs are expected to remain non-standard shore-based response boats, and allowances will be managed according to current policy.

Special Purpose Craft (SPC)



Overview: The special purpose craft category represents boats that are unique in the performance of an authorized mission requiring specialized capability that cannot be provided by a boat within the standardized shore-based response boat fleet. Several boat platforms currently in service are expected to remain in service because of their unique capabilities and will be redesignated SPCs.

Phase 1 (Current Force to Interim Force):

- As previously stated, the unique requirements met by the 52' MLB are expected to continue. The four 52' MLB allowances in CGD13 will be converted to SPC (HWX) allowances. The funding level for these allowances will not change.
- The two operational 30' SRBs will also be reclassified. The new designation will be SPC (Surf). The funding level for these allowances will not change.
- Several currently authorized boat allowances were established to meet AOR unique law enforcement mission needs. These allowances (i.e., STA South Padre Island's RIBBs and STA Bellingham's UTM) will be redesignated SPC (LE). The funding level for these allowances will not change.
- The CGD9 Airboat is the only other unique shore-based response resource. It will be designated an SPC (Airboat), and funded at the lower UTL (Base) funding level.

Phase 2 (Interim Force to Future Force):

- SPCs are expected to remain non-standard shore-based response boats.
- Only after rigorous analysis of approved mission needs and operational capability requirements will Commandant (G-OCS) establish new transitional or future state SPC allowances.

Shore-Based Response Boat Capability Chart

Current Forces¹

Descriptor	MLB ²	SRB	UTB	OTHER ³
Environmental Limits (Upper)				
Surf	20 FT	10 FT	None	None
Seas	30 FT	10+ FT	8 FT	Varies ⁴
Winds (Sustained)	50 KTs	40 KTs	30 KTs	Varies ⁴
Offshore Distance	50 NM	6 NM	30 NM	Varies ⁴
Towing Capacity	150 Tons	15 Tons	100 Tons	Varies ⁴
Speed Curves (sea state)				
0 to 1 FT	25 KTs	31 KTs	26 KTs	Varies ⁴
2 to 4 FT	24 KTs	-	19 KTs	Varies ⁴
5 to 6 FT	21 KTs	-	15 KTs	Varies ⁴
7 to 8 FT	16 KTs	-	12 KTs	Varies ⁴

Notes:

- 1 The table does not address the capabilities of skiffs, punts, or SPCs.
- 2 Capabilities of the 47' MLB are listed.
- 3 "OTHER" includes boats designated as UTM, RIBB, RIBM, UTL, RIBL
- 4 The environmental limitations of boats in the "OTHER" column are normally set by district commanders in their respective SOPs, and are based on the manufacturer's recommendations and operator's experience.

Future Forces

Descriptor	MLB	NLB	RB-M	RB-S
Environmental Limits (Upper)				
Surf	20 FT	10 FT	None	None
Seas	30 FT	20 FT	8 FT	4 FT
Winds	50 KTs	50 KTs	30 KTs	30 KT
Offshore Distance	50 NM	25 NM	50 NM	10 NM
Towing Capacity	150 Tons	40 Tons	40 Tons	10 Tons
Speed Curves (sea state)				
0 to 1 FT	25 KTs	30 KTs	35 KTs	35 KTs
2 to 4 FT	24 KTs	30 KTs	30 KTs	30 KTs
5 to 6 FT	21 KTs	25 KTs	23 KTs	-
7 to 8 FT	16 KTs	16 KTs	16 KTs	-

Notes:

The capabilities listed for NLB, RB-M and RB-S are preliminary. They are nearly identical to those capabilities published in the August 1999 letters to all district commanders, which forwarded the original boat force mix analysis. Any changes reflect a consensus of field commander input. These capabilities, however, remain flexible. Their initial use was to assist in the analysis of SAR data to establish the correct number of and types of hulls in boat force mix. Final boat capabilities will be based on further analysis (including field input) and, in the end, will be set to meet the operational requirements of the boat.