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# Joint High Speed Vessel (JHSV) Program



23 May 2007

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# Agenda

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- **Present Overview of Program**
  - **Development from Concept into ACAT 1 Program**
- **Discuss challenges faced executing program**
  - **“Accelerated” vice “Rapid” Acquisition**
  - **Ship unique acquisition issues**



# What is the JHSV?

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- High speed, shallow draft ship capable of transporting intact, combat ready units intratheater distances ... provides organic capability to operate in austere ports/offload sites without reliance on infrastructure
- NDI program – commercial design hull with “minor” modifications to incorporate limited military features



# Platform History

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- **RAN employment of Incat built fast ferry – Jervis Bay – to support UN operations in East Timor “planted the seed”**
- **USN/USMC conducted LOE with ship in Sept 2000 with very positive results**



# Platform History

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- **DoD has successfully operated leased commercial fast ferries since 2001**
  - Joint Venture (Navy, Army, Marine Corps, SOCOM)
  - Westpac Express (Marine Corps)
  - Spearhead (Army)
  - Swift (Navy, Marine Corps)
- **Services established and executed separate efforts**
  - Joint lease and operation of Joint venture
  - USMC lease of Westpac Express
  - Army ACTD (Spearhead)
  - SOCOM proof of concept with Joint Venture
  - Naval experimentation and operational employment with Swift





# Platform History

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***JOINT VENTURE***

**Chartered in 2001 to support USN, USMC, Army experimentation and concept development efforts**

**Chartered by Army between 2003-05; served as Army Advanced Concept Technology Demonstration (ACTD) platform**



***SPEARHEAD***



# Current Leased Vessels



**Chartered in 2003 - still operating in support of Naval operations and experimentation; currently deployed to SOUTHCOM as GFS proof of concept platform ... manned by Navy crew**

**Chartered in 2001 to provide intratheater lift to III MEF units based in Okinawa; time charter operated by contract crew**







# Employment History

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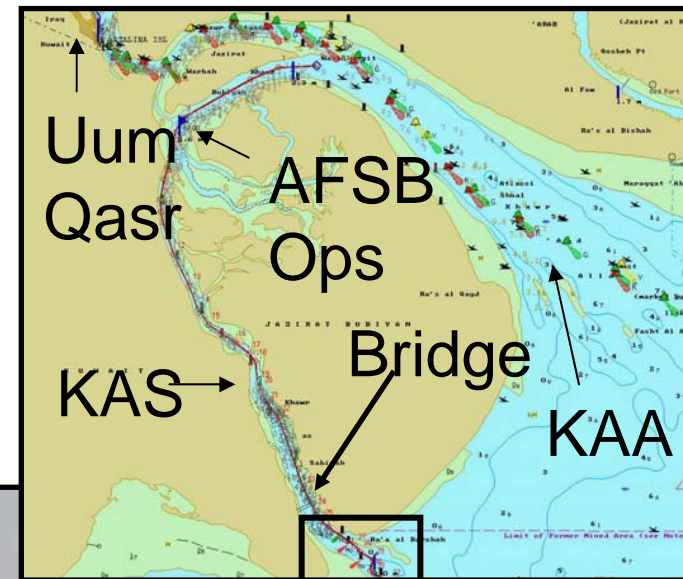
- **OIF**
- **OEF**
- **JTF HOA**
- **UNIFIED ASSISTANCE**
- **KATRINA Relief Ops**
- **Lebanon Support**
- **SOCOM GWOT missions**
- **Exercises in all COCOMs**

**An HSV(s) has  
been deployed in  
support of every  
major  
contingency  
since the  
beginning of the  
first charter**

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# Operational Employment



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# Operational Employment

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Beirut, Lebanon



Cyprus

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# Seabasing & Littoral Maneuver



**JLOTS Support**



**At-sea ship-to-ship transfer**







# Access



**RRDF Ops**



**Austere port ops**



**Quay wall offload – Kenya (JTF HOA)**



**Degraded port ops – East Timor**





# Multi-Mission Utility



**Maneuver of  
mechanized  
units**



**Riverine Ops**

**Sustainment**



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# HSV Flight Ops



**JTF KATRINA OPS**



**UNIFIED ASSISTANCE**



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# Summary of Platform History

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- **DoD has lessons learned from the lease of 4 different vessels, from 2 different builders, over 6 years ... and counting**
  - **Lessons learned from Sea Fighter and LCS also incorporated into program**
- **Extensive commercial employment history for this type of ship**
- **Army successfully completed a ACTD**
- **HSVs have been employed OPERATIONALLY throughout the world**
  - **EUCOM – Norway to Africa**
  - **CENTCOM**
  - **PACOM**
  - **SOUTHCOM**
  - **CONUS**
- **Leased vessels have undergone significant sea trials and data collection trials for NAVSEA**



# So ... Where is the Program Now?



# **JHSV Program**

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- **Army and Navy/Marine Corps efforts merged via a MOA in 2003**
  - **Army acquisition effort transferred from TACOM to PEO Ships**
  - **PMS-325 designated as PM for JHSV**
  - **Jointly manned project office established in PMS-325**
- **ACAT 1D, \$1.6 billion dollar, 8 ship program**
  - **5 ships for Armt, 3 ships for the Navy**
- **Post MS A**





# JHSV Program Advantages

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- **Strong and consistent demand from COCOMs**
- **Lessons learned from 4 leased surrogate platforms**
  - **Results from Sea Fighter and 2 LCS designs also available**
- **Extensive sea trial data to assess design and performance of aluminum multi-hulls**
- **Stable requirements based on concept development and lessons learned from leased vessels**
- **Engaged industry partners pushing innovative solutions ... non-skid, tie downs**



# Program Milestones

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- ✓ Milestone 0 (Apr 05)
- ✓ Initial Capabilities Document (ICD)
- ✓ Analysis of Alternatives (Dec 05)
- ✓ Milestone A (Apr 06)
- ✓ Industry Day #1 – 13 Sep 06
- ✓ Capability Development Document (CDD) – 27 Jan 07
- ✓ Industry Day #2 – 26 April 07
- Acquisition Strategy Approval
- RFP Release
- Milestone B/DD&C Award



## Milestone 0 ADM

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- Signed by USD AT&L (Mr. Wynne) 18 April 2005

**“This program reflects the demonstrated capability of a successful ACTD and I support streamlining the acquisition process to provide this capability as early as possible to meet the warfighter’s needs.”**

- First leased vessel delivered ... Oct 2001
- First JHSV delivered (estimated) ... Sept 2012



# Timeline for Leased Vessels

## JOINT VENTURE

- Initial Concept Meeting – Mar 01
- Requirements Development – Apr/May 01
- RFP Released – 7 Jun 01
- RFP closed – 2 Jul 01
- Final SSA Brief – 17 Jul 01
- Exec. Steering Group Brief & Approval – 20 Jul 01
- Contract Award – 23 Jul
- Ship leaves yard in Australia – 23 Sep 01
- Ship accepted in Norfolk VA – 1 Oct 01

**Receipt of Proposal to Award  
– 21 DAYS (including major  
holiday and 3 weekends)**

## SWIFT

- Market Survey – 23 May to 3 Jun 02
- RFP Released – 19 Jun 02
- Offers Received – 19 Aug 02
- Contract Award – 8 Oct 02
- Accept Ship in Hobart Australia - Aug 03

**HSV-2 SWIFT deployed  
directly from the builder's  
yard in Australia to the  
Persian Gulf to support  
CENTCOM taskings**



# Acquisition Constraints

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- **Cost is a critical consideration ... from ADM “cost being a prime consideration when evaluating alternatives ... “**
- **Commercial based, non-developmental acquisition**
- **Single platform design to support all services**
- **JHSV is not a combatant ... built to commercial survivability standards**
  - **Naval Vessel Rules not invoked**
  - **ABS will be used as Classing Authority**
- **JHSV weight sensitive ... added ‘features’ detract from overall performance**

**These “Constraints” are actually “Advantages”**





# What is “Streamlined” Acquisition

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- Despite ADM language it is not clear that any elements of the process have been “streamlined”
  - “Work faster”?
- Numerous organizations and working groups have opportunity to raise objections and slow/stop the process
- Numerous boards with unclear charters “weighing in”
- Lack of alignment among key organizations
  - PEO and NAVSEA
  - Programmatic and Technical Authority
- LFT&E and WSESRB Oversight
- Cultural Barriers ... trust & communications



# Technical Issues

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- **Lack of acceptance of commercial solutions and best commercial practices**
  - Non-skid
  - Engine testing
  - Use of aluminum
- **Zero acceptance of risk in technical specifications ... expensive and detrimental to performance of intended missions**
  - Example ... Sea State 7 survivable tie downs for M1A2
- **Development and oversight of “commercial” standards**
  - ABS High Speed Naval Craft Code
  - Reliance on MILSPECs
- **“Technical Warrant Holder” structure in NAVSEA**



# Requirements Issues

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- **Developing acceptable “joint” solutions for all services in single platform**
  - Manning strategy
  - AT/FP & C4I philosophy
- **Interacting with Industry to establish limits of NDI**
- **Managing Threshold and Objectives ... leased vessels requested quotes for added “features” which were treated separately from base platform**

**Leased vessels were  
generally “good enough”**



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# *Questions??*