

# Littoral Combat Ship

Ronald O'Rourke

Navy Littoral Combat Ship (LCS) Program Ronald O'Rourke,2011-05 The LCS is a relatively inexpensive Navy surface combatant equipped with modular 'plug-and-fight' mission packages. The basic version of the LCS, without any mission packages, is referred to as the LCS sea frame. The Navy wants to field a force of 55 LCSs. Contents of this report: (1) Intro.; (2) Background: The LCS in General; Two Industry Teams, Each with Its Own Design; Planned Procurement Quantities; (3) Issues for Congress: New Acquisition Strategy Announced in 9/09; Unit Procurement Cost Cap; Total Program Acquisition Cost; (4) Legislative Activity for FY 2011. Appendices: Cost Growth on LCS Sea Frames; LCS Acquisition Strategy Announced in 9/09. Charts and tables. This is a print on demand publication.

Littoral Combat Ships Brien Alkire,John Birkler,Lisa Dolan,2007 Alkire et al. provide a clear understanding of the operational, logistics, and cost trade-offs between three interdependent elements of the Navy's Littoral Combat Ship (LCS) program: the number of LCSs in the fleet, the number of mission packages that those LCSs would require in order to perform a range of missions, and the number and locations of LCS homeports and mission package installation sites.

**Littoral Combat Ships** Philip Green,2011-01-01 When there is danger in shallow water, Littoral Combat Ships are called into action. These ships can go in water too shallow for other ships of the United States Navy. Armed with high-tech weapons and carrying helicopters and other aircraft, Littoral Combat Ships can fight any threat. This title introduces the newest craft of the Navy and shows how the technology behind the ships has led to their early success.

The Navy Littoral Combat Ship Program ,2011

**Navy Littoral Combat Ship (Lcs) Program** Ronald O'Rourke,2014-10-31 A total of 20 Littoral Combat Ships (LCSs) have been funded through FY2014. The Navy had been planning to procure an eventual total of 52 LCSs, but on February 24, 2014, Secretary of Defense Chuck Hagel announced that no new contract negotiations beyond 32 ships will go forward and that the Navy is to submit alternative proposals to procure a capable and lethal small surface combatant, generally consistent with the capabilities of a frigate. I've directed the Navy to consider a completely new design, existing ship designs, and a modified LCS.

**Littoral Combat Ship** United States. Government Accountability Office,2014 GAO has reported extensively on LCS, an innovative Navy program, consisting of a ship and its mission packages. The Navy bought the first two ships using research and development funds, initially planning to experiment with them to test concepts and determine the best design. As GAO reported in July 2013, the Navy later opted to fund additional ships without having completed this planned period of discovery and learning. Further, LCS 1 and LCS 2 have experienced major cost growth and schedule delays. In August 2010, GAO reported that the ships were incomplete at delivery and in November 2013, GAO reported on significant quality problems with Navy ships, including LCS 1 and LCS 2, noting that the Navy regularly accepts ships with numerous open deficiencies. Congress mandated that GAO review the Navy's compliance with federal regulations in accepting LCS 1 and LCS 2. This report (1) assesses the extent to which the Navy complied with applicable federal regulations, policies, and contracts and (2) evaluates the basis for and outcomes from decisions to accept these ships. To conduct this work, GAO analyzed applicable federal regulations, policies, contracts, and program documentation, and spoke with relevant Department of Defense (DOD) and contractor officials. Because the opportunity to implement acquisition changes to these two ships has passed, GAO is not making any new recommendations in this report, but has made prior recommendations to improve LCS acquisition. DOD has acted on some, but not all, of these.

**Littoral Combat Ship** United States Government Accountability Office,2017-10-05 GAO has reported extensively on LCS-an innovative Navy program, consisting of a ship and its mission packages. The Navy bought the first two ships using research and development funds, initially planning to experiment with them to test concepts and determine the best design. As GAO reported in July 2013, the Navy later opted to fund additional ships without having completed this planned period of discovery and learning. Further, LCS 1 and LCS 2 have experienced major cost growth and schedule delays. In August 2010, GAO reported that the ships were incomplete at delivery and in November 2013, GAO reported on significant quality problems with Navy ships, including LCS 1 and LCS 2, noting that the Navy regularly accepts ships with numerous open deficiencies. Congress mandated that GAO review the Navy's compliance with federal regulations in accepting LCS 1 and LCS 2. This report (1) assesses the extent to which the Navy complied with applicable federal regulations, policies, and contracts and (2) evaluates the basis for and outcomes from decisions to accept these ships. To conduct this work, GAO analyzed applicable federal regulations, policies, contracts, and program documentation, and spoke with relevant Department of Defense (DOD) and contractor officials.

**Littoral Combat Ship** John H. Pendleton,2010-06 The Navy plans to spend about \$28 billion to buy 55 Littoral Combat Ships (LCS) and at least 64 interchangeable mission packages to perform one of three missions : mine countermeasures, antisubmarine warfare, and surface warfare : in waters close to shore. The Navy has been developing two different LCS seaframes and plans to select one for production in 2010. Due to the small 78-person crew size : 40 core crew, 23 for aviation detachment, and typically 15 for mission packages : the Navy is developing new concepts for personnel, training, and maintenance. This report assessed the extent to which DoD has: (1) estimated LCS long-term operating and support costs; and (2) developed plans to operate and support LCS. Illustrations.

*Acquisition and Development Challenges Associated with the Littoral Combat Ship* United States. Congress. House. Committee on Armed Services. Subcommittee on Seapower and Projection Forces,2013

**Navy Littoral Combat Ship (LCS) Program** Ronald O'Rourke,2012

Crs Report for Congress Congressional Research Service: The Libr,Ronald O'Rourke,2013-11

The Navy Littoral Combat Ship Program United States. Congress. House. Committee on Armed Services. Seapower and Expeditionary Forces Subcommittee,2010

**Navy Littoral Combat Ship (LCS) Program: Background, Oversight Issues, and Options for Congress** ,2007 The Littoral Combat Ship (LCS) is a small, fast ship that uses modular plug-and-fight mission packages, including unmanned vehicles (UVs). The basic version of the LCS, without any mission packages, is referred to as the LCS sea frame. The first LCS was procured in FY2005, another three were procured in FY2006, and two more were procured in FY2007. The Navy's proposed FY2008 budget, submitted to Congress in February 2007, requested \$910.5 million in procurement funding for three more LCSs. Navy plans call for procuring a total of 55 LCSs. In response to significant cost growth in the building of the first LCSs, the Navy in March 2007 announced a proposed plan for restructuring the LCS program. On April 12, 2007, the

Navy announced that the Navy and Lockheed could not reach an agreement on a restructured contract for LCS-1 and LCS-3 and that the Navy consequently was terminating construction of LCS-3. On May 10, 2007, it was reported that the Navy would ask Congress to increase the procurement cost cap for the fifth and sixth LCSs to \$460 million each in FY2008 dollars. A primary issue for Congress at this point is whether to approve, reject, or modify the Navy's proposed restructuring plan, and what additional actions, if any, should be taken in response to the Navy's decision to terminate construction of LCS-3. Congress has several potential options regarding the LCS program. This report will be updated as events warrant.

**Navy Littoral Combat Ship (Lcs) Program** Congressional Research Service, 2014-12-24 The Navy had been planning to procure an eventual total of 52 LCSs, but on February 24, 2014, Secretary of Defense Chuck Hagel announced that no new contract negotiations beyond 32 ships will go forward and that the Navy is to submit alternative proposals to procure a capable and lethal small surface combatant, generally consistent with the capabilities of a frigate. I've directed the Navy to consider a completely new design, existing ship designs, and a modified LCS. Following Hagel's February 24, 2014, announcement, the Navy began an internal study of options for small surface combatants (SSCs) to be procured following the 32 LCSs. The Navy states that study was completed on July 31, 2014, as required. On December 10, 2014, Secretary of Defense Chuck Hagel, after reviewing the Navy's work, approved a Navy plan to procure an SSC based on an upgraded version of the two LCS designs. The upgrade includes additional equipment for air defense, surface warfare, and antisubmarine warfare, plus some other changes. The Navy estimates that the changes will increase the cost of each LCS by \$60 million to \$75 million. The Navy states that it is now starting to develop an acquisition strategy for procuring the 20 modified LCSs. LCSs have been procured since FY2010 under a pair of 10-ship, fixed-price incentive (FPI) block buy contracts that the Navy awarded to the two LCS builders-Lockheed and Austal USA-on December 29, 2010. Under these contracts, which cover the years FY2010-FY2015, four LCSs (numbers 21 through 24) were to be requested for procurement in FY2015. The Navy's proposed FY2015 budget, however, requests funding for the procurement of three rather than four LCSs. Hagel's February 24 announcement and the Navy's request for three rather than four LCSs in FY2015 raise several potential oversight issues for Congress, including the Navy's plan for determining which of the two LCS builders would receive one LCS in FY2015 rather than two, and the analytical basis for the actions affecting the LCS program announced by Hagel on February 24. The LCS program has been controversial due to past cost growth, design and construction issues with the lead ships built to each design, concerns over the ships' survivability (i.e., ability to withstand battle damage), and concerns over whether the ships are sufficiently armed and would be able to perform their stated missions effectively. Prior to Secretary Hagel's February 24, 2014, announcement, some observers, citing one or more of these issues, had proposed truncating the LCS program. In response to criticisms of the LCS program, the Navy has acknowledged certain problems and stated that it was taking action to correct them, and disputed other arguments made against the program.

**Navy Littoral Combat Ship Lcs/Frigate Program** Congressional Research Service, 2015-02-09 The Navy's Littoral Combat Ship (LCS)/Frigate program is a program to procure 52 LCSs and frigates. The first LCS was funded in FY2005, and a total of 23 have been funded through FY2015. The Navy's proposed FY2016 budget requests \$1,437.0 million for the procurement of three more LCSs, or an average of \$479.0 million each. From 2001 to 2014, the program was known simply as the Littoral Combat Ship (LCS) program, and all 52 planned ships were referred to as LCSs. In 2014, at the direction of Secretary of Defense Chuck Hagel, the program was restructured. As a result of the restructuring, the Navy now wants to build the final 20 ships in the program (ships 33 through 52) to a revised version of the baseline LCS design. The Navy intends to refer to these 20 ships, which the Navy wants to procure in FY2019 and subsequent fiscal years, as frigates rather than LCSs. The Navy has indicated that it may also want to build ships 25 through 32 with at least some of the design changes now intended for the final 20 ships. The Navy wants to procure ships 25 through 32 in FY2016-FY2018. Two very different baseline LCS designs are being built. One was developed by an industry team led by Lockheed; the other was developed by an industry team that was led by General Dynamics. The Lockheed design is built at the Marinette Marine shipyard at Marinette, WI; the General Dynamics design is built at the Austal USA shipyard at Mobile, AL. Ships 5 through 24 in the program are being procured under a pair of 10-ship block buy contracts that were awarded to the two LCS builders in December 2010. The 24th LCS—the first of the three LCSs expected to be requested for procurement in FY2016—is the final ship to be procured under these block buy contracts. The LCS program has been controversial due to past cost growth, design and construction issues with the lead ships built to each design, concerns over the ships' survivability (i.e., ability to withstand battle damage), concerns over whether the ships are sufficiently armed and would be able to perform their stated missions effectively, and concerns over the development and testing of the ships' modular mission packages. The Navy's execution of the program has been a matter of congressional oversight attention for several years. The program's restructuring in 2014 raises additional oversight issues for Congress.

**The Littoral Combat Ship** Undersecretary of the Navy, 2014-11-20 The Littoral Combat Ship (LCS) has been a controversial program from its inception, experiencing delays and cost overruns, not to mention severe criticism from elements of the national security community. Despite all this, every Chief of Naval Operations since Admiral Vern Clark has supported the program. To date, Navy attempts to defend the program have not succeeded in quieting the criticism, and the various technical and operational difficulties experienced by the first two examples have not helped matters. Perhaps the most serious objection to LCS is that the Navy charged into series production without having a clear idea of how the ship would be used. Undersecretary of the Navy Robert Work is known in Defense circles as a meticulous researcher who has a comprehensive grasp of Navy force structure and fleet architecture issues, stemming from his years as an analyst at the Center for Strategic and Budgetary Assessments. Secretary Work brings those same traits to bear in the preparation of this Newport Paper. In it he forthrightly chronicles the development of the LCS; not attempting to shy away from reporting on the program's vicissitudes nor trying to put a positive spin on Navy decisions along the way. Instead, he offers an informed view of how the logic behind LCS developed and evolved as the program progressed. As he so lucidly points out, LCS does not fit easily into the existing framework of Navy thought, and thus it is vulnerable to criticism by those who attempt to judge it by existing criteria. Secretary Work provides us with a better understanding of how LCS is to function in a networked battle force. While this explanation may not quiet all criticism, it at least brings much needed clarity to the story of how and why the LCS came to be. More than simply a history of the LCS program, this Newport Paper provides important insights into the dynamics of Navy programmatic and is therefore highly useful reading for anyone interested in understanding the Navy's acquisition process. In addition, and perhaps

more importantly, if the reader pays attention to Secretary Work's discussion of how LCS might be used in associated support of a battle group, and thinks about it for a while, he or she will be rewarded with a glimpse of something that has been missing from the Navy's intellectual structure for a long time: naval operational art. Since at least the end of the Cold War, the Navy has organized its fighting capability into autonomous battle groups centered around aircraft carriers or amphibious ships. These bubbles of combat capability could be aggregated as they were in the three Middle East wars since 1990, but their aggregate capability was cumulative and did not propel the Navy into a qualitatively different mindset. Thus, as has been the case for most of its history, save World War II, the Navy has focused on tactics and on strategy, both of which it does rather well. The operational level, something that has been integral to Army doctrine since the 1980s, has been largely missing despite the efforts of the Naval War College to advocate its adoption. Introduction of the LCS, assuming the surface warfare community opens its mind to the full range of potential roles for smaller combatants, provides a practical basis for the development of a new naval operational art, oriented on combined arms.

**Littoral Combat Ships. Relating Performance to Mission Package Inventories, Homeports, and Installation Sites** ,2007 In June 2005, workers at the Marinette Marine shipyard in Marinette, Wisconsin, laid the keel for the USS Freedom, the Navy's first Littoral Combat Ship. The LCS constitutes a new class of fast, agile, and networked warships designed to overcome threats in shallow waters posed by mines, diesel-electric submarines, fast-attack craft, and fast inshore attack craft. LCSs will be key components in a proposed family of next generation surface combatants that also includes the much larger DDG-1000 destroyer and a future CG(X) cruiser. LCSs will be able to deploy independently to overseas littoral regions; remain on station for extended periods of time, either with a carrier strike group or an expeditionary strike group or through a forward-basing arrangement; operate independently and/or with other LCS units; and be replenished while under way.

**Littoral Combat Ship** Government Accountability Office,2017-07-28 The LCS was intended to be a low-cost surface combatant that uses innovative operational concepts, such as minimal crew size, to lower operations and support costs. In 2013, the Navy deployed USS Freedom, one of two LCS variants, to Singapore to prove its concept, demonstrate operational capabilities, and collect data on the ship's manning, training, maintenance, and logistics needs. The House report accompanying the National Defense Authorization Act for Fiscal Year 2014 mandated that GAO analyze the Navy's sustainment plans for its LCS program-including lessons from the USS Freedom deployment. This report addressed (1) the benefits and limitations of the operational data that have been collected on LCS ships; (2) the extent to which the Navy has evaluated risk in its operational support and sustainment concepts for LCS; and (3) how LCS life-cycle cost estimates compare with those for other surface-ship classes. GAO analyzed documents from the 2013 deployment, and LCS and surface-ship life-cycle costs, and interviewed program officials and USS Freedom crews.

**The Littoral Combat Ship** ,2006 The purpose of this research is to explore the current risks associated with the Littoral Combat Ship (LCS). There are several compelling reasons for the radical changes incorporated in the LCS design. A better understanding of the risks that the ship and crew will assume is vital to the proper use of this new platform and will help ensure the safety of both. This study does not advocate complete risk mitigation aboard the LCS, but strives to increase the overall risk awareness. The risk of combining so many new and untested elements on a single ship must be understood by all of those who are involved in its implementation. The arrival of the first LCS, projected to be operational in 2007, will represent a reduced manning concept designed from the ground up and the first of a new family of US naval combatants built to face the future maritime threats. With the proposed ship class of up to fifty-five ships, the US Navy needs to make sure that LCS is not assuming too much risk.

**Navy Littoral Combat Ship (Lcs) Program** Congressional Service,2018-07-19 The Littoral Combat Ship (LCS) is a relatively inexpensive surface combatant equipped with modular mission packages. Navy plans call for procuring a total of 32 LCSs. The first LCS was procured in FY2005, and the Navy's proposed FY2018 budget requested the procurement of the 30th and 31st LCSs. As part of its action on the Navy's proposed FY2018 budget, Congress procured three LCSs-one more than the two that were requested. Thus, a total of 32 LCSs have been procured through FY2018. The Navy's proposed FY2019 budget, which was submitted to Congress before Congress finalized action on the Navy's FY2018 budget, requests \$646.2 million for the procurement of one LCS. If Congress had procured two LCSs in FY2018, as requested by the Navy, the LCS requested for procurement in FY2019 would have been the 32nd LCS. With the procurement of three LCSs in FY2018, the LCS requested for procurement in FY2019 would be the 33rd LCS. The Navy's plan for achieving and maintaining a 355-ship fleet includes a goal for achieving and maintaining a force of 52 small surface combatants (SSCs). The Navy's plan for achieving that goal is to procure 32 LCSs, and then procure 20 new frigates, called FFG(X)s, with the first FFG(X) to be procured in FY2020. Multiple industry teams are now competing for the FFG(X) program. The design of the FFG(X) is to be based on either an LCS design or a different existing hull design. The FFG(X) program is covered in another CRS report. The LCS program includes two very different LCS designs. One was developed by an industry team led by Lockheed; the other was developed by an industry team that was then led by General Dynamics. LCS procurement has been divided evenly between the two designs. The design developed by the Lockheed-led team is built at the Marinette Marine shipyard at Marinette, WI, with Lockheed as the prime contractor; the design developed by the team that was led by General Dynamics is built at the Austal USA shipyard at Mobile, AL, with Austal USA as the prime contractor. The LCS program has been controversial over the years due to past cost growth, design and construction issues with the first LCSs, concerns over the survivability of LCSs (i.e., their ability to withstand battle damage), concerns over whether LCSs are sufficiently armed and would be able to perform their stated missions effectively, and concerns over the development and testing of the modular mission packages for LCSs. The Navy's execution of the program has been a matter of congressional oversight attention for several years. Issues for Congress for the LCS program for FY2019 include the following: the number of LCSs to procure in FY2019; the Navy's proposal to procure a final LCS in FY2019 and then shift to procurement of FFG(X)s starting in FY2020; and survivability, lethality, technical risk, and test and evaluation issues relating to LCSs and their mission packages.

This book delves into Littoral Combat Ship. Littoral Combat Ship is a crucial topic that needs to be grasped by everyone, ranging from students and scholars to the

general public. This book will furnish comprehensive and in-depth insights into Littoral Combat Ship, encompassing both the fundamentals and more intricate discussions.

1. The book is structured into several chapters, namely:
  - Chapter 1: Introduction to Littoral Combat Ship
  - Chapter 2: Essential Elements of Littoral Combat Ship
  - Chapter 3: Littoral Combat Ship in Everyday Life
  - Chapter 4: Littoral Combat Ship in Specific Contexts
  - Chapter 5: Conclusion
2. In chapter 1, the author will provide an overview of Littoral Combat Ship. This chapter will explore what Littoral Combat Ship is, why Littoral Combat Ship is vital, and how to effectively learn about Littoral Combat Ship.
3. In chapter 2, this book will delve into the foundational concepts of Littoral Combat Ship. This chapter will elucidate the essential principles that need to be understood to grasp Littoral Combat Ship in its entirety.
4. In chapter 3, this book will examine the practical applications of Littoral Combat Ship in daily life. The third chapter will showcase real-world examples of how Littoral Combat Ship can be effectively utilized in everyday scenarios.
5. In chapter 4, this book will scrutinize the relevance of Littoral Combat Ship in specific contexts. This chapter will explore how Littoral Combat Ship is applied in specialized fields, such as education, business, and technology.
6. In chapter 5, the author will draw a conclusion about Littoral Combat Ship. This chapter will summarize the key points that have been discussed throughout the book. The book is crafted in an easy-to-understand language and is complemented by engaging illustrations. It is highly recommended for anyone seeking to gain a comprehensive understanding of Littoral Combat Ship.

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