

USS Independence LCS 2 Littoral Combat Ship

Paper Model.jpg

Ronald O'Rourke

Littoral Combat Ship Martin N. Murphy, 2010 In 2008, the US Navy commissioned USS Freedom (LCS-1), the first of a new type of ship, the Littoral Combat Ship (LCS), produced by Lockheed Martin. It anticipated commissioning a second, distinctly different LCS variant, to be named Independence (LCS-2), produced by General Dynamics, late in 2009. Despite initial issues with design, operational requirements, and especially cost growth, the Navy plans to order substantial numbers of one variant to help address the problem of declining surface ship force levels. ... despite some conceptual work by various Navy organizations such as Third Fleet and Navy Warfare Development Command (NWDC), there is rather little understanding of what these ships may, or should, be able to do once they are out in the Fleet in numbers. The purpose of this paper is to take the platforms as designed and constructed, and attempt to answer the question: How can they be used effectively? This enquiry will offer some possible inputs concerning these four questions: What are the ships' projected missions? Where and how could they be employed? What do the ships' characteristics enable them to do that other ships cannot? What additional missions could they accomplish if certain modifications were made or capabilities added?

Navy Littoral Combat Ship (Lcs) Program Ronald O'Rourke, 2013-06-24 The Littoral Combat Ship (LCS) is a relatively inexpensive Navy surface combatant equipped with modular "plug-and-fight" mission packages. The Navy wants to field a force of 55 LCSs. Twelve LCSs have been funded through FY2012, and the FY2013-FY2017 Future Years Defense Plan (FYDP) calls for procuring 16 more, in annual quantities of 4-4-4-2-2.

Navy Littoral Combat Ship (LCS) Program, 2008 The Navy is procuring a new type of surface combatant called the Littoral Combat Ship (LCS). The Navy substantially restructured the LCS program in 2007 in response to significant cost growth and schedule delays in the program. The Navy's proposed FY2009 budget requests \$920 million in procurement funding for the procurement of two LCSs, which would be the fourth and fifth ships in the restructured LCS program. The LCS is a small, fast, relatively inexpensive combat ship that is to be equipped with 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 Navy wants to procure a total of 55 LCSs. Congress originally funded a total of six LCS sea frames (LCSs 1 through 6) in the FY2005, FY2006, and FY2007 defense budgets. In 2007, as Congress was considering the proposed FY2008 defense budget, the Navy canceled LCSs 3 through 6 as part of its restructuring of the program, leaving only

LCSs 1 and 2 under construction. As part of its final action on the FY2008 defense budget, Congress did the following: accepted the Navy's cancellation of LCSs 3 through 6; funded the procurement one additional LCS in FY2008 (LCS-5); significantly reduced the Navy's FY2008 funding request for the LCS program; amended the LCS sea frame unit procurement cost cap; required the Navy to use fixed-price-type contracts for the construction of LCSs procured in FY2008 and subsequent years; criticized the execution of the LCS program; expressed concerns for the program; and expressed support for continuing with the program in restructured form. The issue for Congress for FY2009 is whether to approve, reject, or modify the Navy's restructured LCS program. The LCS program raises potential oversight issues for Congress relating to cost growth, total program acquisition cost, procurement cost cap, technical risk, and operational evaluation and competition for production.

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.

Littoral Combat Ship, 2014 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. GAO is emphasizing its prior recommendations that, before buying more LCS ships, the Navy (1) conduct and consider the results of a risk assessment and (2) collect additional

data and update cost estimates. The Department of Defense expressed concerns that its life-cycle cost data are not comparable across ship types. GAO believes the analysis provides a reasonable comparison using the best available data from the Navy, as discussed in the report.

Crs Report for Congress Congressional Research Service: The Libr,2013-10 The Littoral Combat Ship (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. The first two (LCS-1 and LCS-2) were procured in FY2005 and FY2006 and were commissioned into service on November 8, 2008, and January 16, 2010. Another two (LCS-3 and LCS-4) were procured in FY2009 and are under construction. Two more (LCS-5 and LCS-6) were procured in FY2010. The Navy's FY2011-FY2015 shipbuilding plan calls for procuring 17 more LCSs in annual quantities of 2, 3, 4, 4, and 4. The Navy's proposed FY2011 budget requests \$1,231.0 million in procurement funding for the two LCSs that the Navy wants to procure in FY2011, and \$278.4 million in FY2011 advance procurement funding for the 11 LCSs that the Navy wants to procure in FY2012-FY2014. The Navy's proposed FY2011 budget also requests procurement funding to procure LCS module weapons and LCS mission packages, and research and development funding for the LCS program. There are currently two very different LCS designs--one developed and produced by an industry team led ...

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

Littoral Combat Ship United States. Government Accountability Office,Michele Mackin,2014-10-30 The Littoral Combat Ship (LCS) is an innovative Navy program, consisting of a ship and its mission packages. The Navy bought the first two ships using R&D funds, initially planning to experiment with them to test concepts and determine the best design. It 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 Aug. 2010, GAO reported that the ships were incomplete at delivery and in Nov, 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. 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. Tables and figures. This is a print on demand report.

Navy Littoral Combat Ship/Frigate (Lcs/Ffgx) Program Congressional Research

Service,2017-09-18 The Navy's Littoral Combat Ship/Frigate (LCS/FFG(X)) program is a program to

procure a total of 40, and possibly as many as 52, small surface combatants (SSCs), meaning LCSs and frigates. A total of 29 LCSs have been procured through FY2017. For FY2018, the Navy is requesting the procurement of two more LCSs, which would be the 30th and 31st. The Navy's proposed FY2018 budget, which was submitted on May 23, 2017, originally showed a request for one LCS at an estimated cost of \$636.1 million. On May 24, 2017, the Navy announced that it was amending its proposed FY2018 budget to request the procurement of two LCSs rather than one. As amended, the Navy's proposed FY2018 budget requests two LCSs at a total cost of \$1,136.1 million, or an average of about \$568.1 million each. Two very different LCS designs are currently 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 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/FFG(X) 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. The LCS/FFG(X) program now appears to be in flux in certain key respects, including the following: Total program quantity. Although the program was limited by a December 2015 restructuring to a total of 40 ships, the Navy has a requirement for 52 SSCs, raising a possibility that the current reassessment of the program might lead to a decision by the Department of Defense to expand the total size of the program to something more than 40 ships, and possibly to as many as 52. It is also possible that the program might be reduced to something less than 40 ships. Annual procurement rate. It is possible the program's annual procurement rate could be increased from the one or two ships per year shown in the FY2017 budget submission to a rate of about three ships per year—a rate similar to those in budget submissions for years prior to FY2017—particularly if the program's total procurement quantity is increased to something more than 40. The down select. If the program's annual procurement rate is increased to something like three ships per year, it might prompt a reconsideration of whether to conduct a currently planned down select to a single LCS design. Design and builder or builders of the FFG(X)s. The design of the new frigates, and the shipyard or shipyards that will build them, are

uncertain. Navy officials have stated that the Navy is reassessing what capabilities it wants to have in the new frigates, and is examining potential frigate designs based on both LCS hull forms and other frigate-seized hull forms.

The Navy Littoral Combat Ship Program Elisabet A. Jenkins, Thomas D. Griffiths, 2011 The Littoral Combat Ship (LCS) is a relatively inexpensive Navy surface combatant equipped with modular 'plug and fight' mission packages. This book examines the LCS program and the potential oversight issues for Congress.

Sea Swat Robert Echols, Constance Fernandez, Rodrigo Cabezas, Aziz Kurultay, Wilfredo Santos, 2003-12-01 Unlike past conflicts, which were characterized by major naval battles in the open ocean, present day threats are mostly associated with rogue nations and terrorist cells. These threats may strike at unsuspected times and locations. The United States Navy may operate from a Sea Base that protects power ashore through the use of surface and air assets. These assets must transit from the Sea Base in the blue water through the littoral region to reach the objective area. Total ship system designs that include high-speed littoral combat ships (LCS) are required that are capable of operating in these regions and defending the Sea Base, the surface, and air assets from an asymmetric threat. With a modular design and the ability to carry multiple helicopters and unmanned underwater vehicles (UUV), the SEA SWAT LCS concept can be quickly employed as a force multiplier capable of operating as an Air Warfare or Undersea/Mine Warfare mission platform. With the addition of the core and Surface Warfare sensors and weapons to one of these modular mission packages, the SEA SWAT LCS concept for sea base defense will ensure air, surface, and subsurface superiority during conflict. An advanced electrical power system in conjunction with an integrated propulsion system and zonal power distribution provides sustained combat capability against multiple asymmetric threats. Its enclosed super-structure allows for high survivability in a CBR environment. The paper covers the following topics: analysis of alternatives for ship number, combat systems, and hull design; the design process; propulsion and electrical systems, hydrostatics, combat systems, damage control, CBR systems, manning and habitability, and environmental concerns; signatures, cost, and weight analyses; and threats, including mines, torpedoes, submarines, small boats, unconventional vessels, cruise missiles, UAVs, SAMS, and unguided missiles. Extensive appendixes. (72 tables, 109 figures)

Littoral Combat Ship: Actions Needed to Improve Operating Cost Estimates and Mitigate Risks in Implementing New Concepts, 2010 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. GAO was asked to assess the extent to which DOD has (1) estimated LCS long-term operating and support costs and (2) developed plans to operate and support LCS. To do so, GAO compared Navy cost estimates to DOD guidance and GAO best practices; and analyzed Navy plans to implement its concepts for personnel, training, and maintenance and the extent these plans included assessments of program risk. GAO recommends, among other things, that DOD develop an estimate of the long-term operating and support costs which fully reflects best practices and use this estimate in making key program decisions, and conduct and consider the results of a risk assessment before committing to buy LCS ships in the future. DOD generally agreed with the recommendations.

Littoral Combat Ship (LCS) Manpower Requirements Analysis Thaveephone N.

Douangaphaivong, 2004-12 The Littoral Combat Ship's (LCS) minimally manned core crew goal is 15 to 50 manpower requirements and the threshold, for both core and mission- package crews, is 75 to 110. This dramatically smaller crew size will require more than current technologies and past lessons learned from reduced manning initiatives. Its feasibility depends upon changes in policy and operations, leveraging of future technologies and increased Workload Transfer from sea to shore along with an increased acceptance of risk. A manpower requirements analysis yielded a large baseline (Æ200) requirement to support a notional LCS configuration. Combining the common systems from the General Dynamics and Lockheed Martin designs with other assumed equipments (i.e. the combined diesel and gas turbine (CODAG) engineering plant) produce the notional LCS configuration used as the manpower requirements basis. The baseline requirement was reduced through the compounded effect of manpower savings from Smart Ship and OME and suggested paradigm shifts. A Battle Bill was then created to support the notional LCS during Conditions of Readiness I and III. An efficient force deployment regime was adopted to reduce the overall LCS class manpower requirement. The efficiency gained enables the LCS force to flex and satisfy deployment requirements with 25% to 30% fewer manpower requirements over the one-for-one crewing concept. An annual manpower savings of \$80M to \$110 M if each requirement costs \$60K.

Small Wars Sir Charles Edward Callwell, 1906

High Performance Marine Vessels Liang Yun, Alan Bliault, 2014-07-08 High Performance Marine Vessels (HPMV) range from the Fast Ferries to the latest high speed Navy Craft, including competition power boats and hydroplanes, hydrofoils, hovercraft, catamarans and other multi-hull craft. High Performance Marine Vessels covers the main concepts of HPMVs and discusses historical background, design features, services that have been successful and not so successful, and some sample data of the range of HPMVs to date. Included is a comparison of all HPMVs craft and the differences between them and descriptions of performance (hydrodynamics and aerodynamics). Readers will find a comprehensive overview of the design, development and building of HPMVs.

Mariana Islands Range Complex ,2010

Nonstrategic Nuclear Weapons Amy F. Woolf, 2008 During the Cold War, the United States and Soviet Union both deployed thousands of 'nonstrategic' nuclear weapons that were intended to be used in support of troops in the field during a conflict. These included nuclear mines; artillery; short, medium, and long-range ballistic missiles; cruise missiles; and gravity bombs. In contrast with the longer-range 'strategic' nuclear weapons, these weapons had a lower profile in policy debates and arms control negotiations. At the end of the 1980s, before the demise of the Soviet Union, each nation still had thousands of these weapons deployed with their troops in the field, aboard naval vessels, and on aircraft. In 1991, both the United States and Soviet Union announced that they would withdraw most and eliminate many of their nonstrategic nuclear weapons. The United States now retains approximately 1,100 nonstrategic nuclear weapons, with a few hundred deployed with aircraft in Europe and the remaining stored in the United States. Estimates vary, but experts believe Russia still has between 2,000 and 6,000 warheads for nonstrategic nuclear weapons in its arsenal. The Bush Administration indicated that nuclear weapons remained essential to U.S. national security interests, but it did quietly redeploy and remove some of the nuclear weapons deployed in Europe. In addition, Russia has increased its reliance on nuclear weapons in its national security concept. Some analysts argue that Russia has backed away from its commitments from 1991 and may develop and deploy new types of nonstrategic nuclear weapons. Analysts have identified a number of issues with the continued deployment of U.S. and Russian nonstrategic nuclear weapons. These include questions about the safety and security of Russia's weapons and the possibility that some might be lost, stolen, or sold to another nation or group; questions about the role of these weapons in U.S. and Russian security policy, and the likelihood that either nation might use these weapons in a regional contingency with a non-nuclear nation; questions about the role that these weapons play in NATO policy and

whether there is a continuing need for the United States to deploy these weapons at bases overseas; and questions about the relationship between nonstrategic nuclear weapons and U.S. nonproliferation policy, particularly whether a U.S. policy that views these weapons as a militarily useful tool might encourage other nations to acquire their own nuclear weapons, or at least complicate U.S. policy to discourage such acquisition. Some argue that these weapons do not create any problems and the United States should not alter its policy. Others, however, argue that the United States should reduce its reliance on these weapons and encourage Russia to do the same. Many have suggested that the United States and Russia expand efforts to cooperate on ensuring the safe and secure storage and elimination of these weapons, possibly by negotiating an arms control treaty that would limit these weapons and allow for increased transparency in monitoring their deployment and elimination. Others have suggested that any potential new U.S.-Russian arms control treaty count both strategic and nonstrategic nuclear weapons. This might encourage reductions or the elimination of these weapons. The 111th Congress may review some of these proposals.

High Speed Catamarans and Multihulls Liang Yun, Alan Bliault, Huan Zong Rong, 2018-10-29 High speed catamaran and multihull high speed marine vessel have become very popular in the last two decades. The catamaran has become the vessel of choice for the majority of high speed ferry operators worldwide. There have been significant advances in structural materials, and structural design has been combined with higher power density and fuel efficient engines to deliver ferries of increasing size. The multihull has proven itself to be a suitable configuration for active power projection across oceans as well as for coastal patrol and protection, operating at high speed for insertion or retrieval with a low energy capability. At present there is no easily accessible material covering the combination of hydrodynamics, aerodynamics, and design issues including structures, powering and propulsion for these vehicles. Coverage in *High Speed Catamarans and Multihulls* includes an introduction to the history, evolution, and development of catamarans, followed by a theoretical calculation of wave resistance in shallow and deep water, as well as the drag components of the multihull. A discussion of vessel concept design describing design characteristics, empirical regression for determination of principal dimensions in preliminary design, general arrangement, and methods is also included. The book concludes with a discussion of experimental future vehicles currently in development including the small waterplane twin hull vessels, wave piercing catamarans, planing catamarans, tunnel planing catamarans and other multihull vessels.

The Gulf Military Balance Anthony H. Cordesman, Bryan Gold, 2014-03-12 The United States faces

major challenges in dealing with Iran, the threat of terrorism, and the tide of political instability in the Arabian Peninsula. The presence of some of the world's largest reserves of oil and natural gas, vital shipping lanes, and Shia populations throughout the region have made the peninsula the focal point of US and Iranian strategic competition.

Fleet Tactics and Coastal Combat Wayne Hughes, 2014-08-01 This major revision updates Wayne Hughes's 1986 landmark study that is credited with providing decision makers a sound foundation for battle planning and tactical thinking. The book integrates the historical evolution of tactics, analysis, and fleet operations, and today it can serve as a primer for anyone who wants to learn how navies fight and win. This second edition includes much new material on combat in the missile age and reflects the reconfiguration of many tactics for littoral operations after the fall of the Soviet Union. Hughes recreates famous battles to show how tactics have changed through the ages and the ways in which they have remained unchanged. He covers tactical interaction between land and sea, the sensory revolution of WWII, secret weapons and maritime surprise, the role in battle of leadership and morale, and the importance of surface warships in today's U.S. fleet. He suggests that naval tactics, unlike ground combat, are dominated by the offense and concludes that the great tactical maxim must be attack effectively first. A new chapter traces the evolution of missile tactics at sea and includes details of attacks on ships. Many changes emphasize joint operations and coastal combat. The already extensive appraisal of command and control and information warfare is further expanded to cover modern naval operations and the character of modern salvo warfare. In the tradition of Mahan and Clausewitz, this classic text incorporates literature, politics, and a knowledge of human nature. Indispensable reading for all those interested in naval tactics, it is also a valuable reference for wargamers

Reviewing **USS Independence LCS 2 Littoral Combat Ship Paper Model.jpg**: Unlocking the Spellbinding Force of Linguistics

In a fast-paced world fueled by information and interconnectivity, the spellbinding force of linguistics has acquired newfound prominence. Its capacity to evoke emotions, stimulate contemplation, and stimulate metamorphosis is really astonishing. Within the pages of "**USS Independence LCS 2 Littoral Combat Ship Paper Model.jpg**," an enthralling opus penned by a highly acclaimed wordsmith, readers set about an immersive expedition to unravel the intricate significance of language and its indelible

imprint on our lives. Throughout this assessment, we shall delve into the book is central motifs, appraise its distinctive narrative style, and gauge its overarching influence on the minds of its readers.

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