Joint High Speed Vessel (JHSV) Program

23 May 2007
**Joint High Speed Vessel (JHSV) Program**

**4th Annual Acquisition Research Symposium: Creating Synergy for Informed Change, May 16-17, 2007 in Monterey, CA**
Agenda

- 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?

- 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

- 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

• 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
JOINT VENTURE

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

SPEARHEAD

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

• 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.
Operational Employment

- JTF KATRINA OPS
- UNIFIED ASSISTANCE
- Operation IRAQI FREEDOM
Operational Employment

Beirut, Lebanon

Cyprus
Seabasing & Littoral Maneuver

JLOTS Support

At-sea ship-to-ship transfer
Access

RRDF Ops

Austere port ops

Degraded port ops – East Timor

Quay wall offload – Kenya (JTF HOA)
Multi-Mission Utility

Maneuver of mechanized units

Sustainment

Riverine Ops
HSV Flight Ops

JTF KATRINA OPS

UNIFIED ASSISTANCE
Summary of Platform History

- 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 OPERATIONALY 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

• 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

- 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

✓ 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

• 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

• 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

• 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 WSES RB Oversight  
• Cultural Barriers … trust & communications
Technical Issues

• 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

- 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”
Questions??