

# CUTTER BOATS



Acquisition  
Directorate

## CHARACTERISTICS

### Over-the-Horizon IV

Length:	26 feet
Maximum Speed:	40 knots
Range:	200 nautical miles
Propulsion:	Single engine, waterjet propelled

### Long-Range Interceptor II

Length:	35 feet
Maximum Speed:	40 knots
Range:	240 nautical miles
Propulsion:	Twin engine, waterjet propelled

### Cutter Boat-Large (210/225)

Length:	22 feet
Maximum Speed:	35 knots
Range:	200 nautical miles
Propulsion:	Single engine, sterndrive

## FEATURES

### All Cutter Boats

- Aluminum deep-V rigid monohull for a balance of speed and stability in varying conditions

### Over-the-Horizon IV

- Compatibility with parent vessel stern launch and recovery
- Ballistics protection capability
- Advanced command, control and communications equipment

### Long-Range Interceptor II

- Similar features to OTH-IV
- Forward-looking infrared capability

### Cutter Boat-Large (210/225)

- First cutter boat to be delivered with the second generation Scalable Integrated Navigation System
- Reduced complexity compared to OTH boats with reduced support needs

For updates on the **cutter boats program**, visit the program's website at <https://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/Cutter-Boats/>



LONG RANGE INTERCEPTOR-II



OVER THE HORIZON-IV

## PROGRAM DESCRIPTION



Coast Guard cutter boats provide the critical final link in mission execution for the cutter fleet by supporting the deployment or transfer of personnel and equipment when the transfers cannot be performed directly from the cutter.

The Coast Guard is acquiring multiple cutter boats to provide varied levels of capability while aligned to interface with the parent cutters' configuration and mission profile. The over-the-horizon (OTH), long-range interceptor (LRI) and cutter boat-large (CB-L) (210/225) aid in search and rescue; law enforcement; ports, waterways and coastal security; and defense readiness missions.

The fourth generation of the OTH (OTH-IV) is interoperable with multiple cutter classes and deployed on the service's national security cutters (NSCs), fast response cutters and legacy medium endurance cutters. The OTH capability supports operating at ranges beyond line-of-sight of the parent cutter. The OTH-IV is slightly larger than its predecessor and features improved endurance, upgraded electronics, enhanced shock mitigation seating and other Human Factor Engineering enhancements for the crew. The fifth generation, OTH (OTH-V), will replace the OTH-IVs as they reach the end of their service life and provide OTH capability for a broader range of cutters, expanding to the offshore patrol cutter and polar security cutter.

The second generation of the LRI (LRI-II) was designed to extend the NSC's mission range. Its size allows it to carry more passengers and equipment and operate in higher sea states with increased stability, while providing increased protection for the crew and passengers. The LRI-II features a semi-enclosed, heated cabin with shock-mitigating seats for 7 crew or passengers with 8 additional shock mitigating seats on the aft deck. The LRI provides capability similar to the OTH with greatly improved carrying capacity and improved protection for crews. The Coast Guard has initiated acquisition of a third generation LRI (LRI-III) to replace the LRI-II as it reaches the end of its service life. Both the OTH and LRI boats are capable of operating from cutters equipped with stern launch and recovery systems.

The CB-L (210/225) is a high speed, extremely maneuverable boat focused on improving the parent cutters' ability to prosecute law enforcement missions. CB-Ls will deploy from the 210-foot medium endurance cutters, 225-foot seagoing buoy tenders, and Coast Guard cutters Alex Haley and Mackinaw. The CB-L provides similar capability and crew accommodation to the OTH-IV, with a less robust communications and navigation system.