

OTH-V Presentation – Industry Questions & Answers
International Work Boat Conference – New Orleans, LA. 29 November, 2018

The following questions were posed concerning the OTH-V.

- 1) Question: Can the weight restriction be opened up to gain service life?
Answer: No. Weight will be limited by davit capacity restrictions and cutter stability constraints.
- 2) Question: Is it cost effective to increase the weight limit of current davits?
Answer: As davits are replaced we are seeing increased weight handling capacity. The OTH-V weight is limited by the lowest weight handling davit that it needs to be deployed with, and by the stability requirements of the parent cutters, many of which are weight sensitive.
- 3) Question: Could lowering the speed of the OTH-V be an offset; meaning a smaller engine and less weight?
Answer: There is discussion of lowering the speed requirement and it is being explored, but initial indications are it is unlikely to be implemented.
- 4) Question: What is the purpose of having a set speed requirement?
Answer: The OTH-V is expected to have a 40 knot at Sea State 0 and be able to survive in Sea State 6 requirement. Neither of these represent the highest stress operating point. The max stress is most likely imposed by a mid-point speed, in a mid-point sea state (18 knots at 4 foot significant wave height – for example). We are working to require this highest stress operating point as the design point for the boat.
- 5) Question: What about using accelerometers to monitor and record G-Forces?
Answer: The Navy's Naval Surface Warfare, Combatant Craft Division out of Little Creek has worked with the Coast Guard in capturing boat accelerations in a variety of sea states. The data is not releasable yet, but if we get it released it will provide objective data on accelerations for boats in the size range of the OTH-V. The data collected showed vertical accelerations as we would have expected, although I was personally surprised at the longitudinal forces measured – which I suspect are a large part of what is causing damage on our boats.
- 6) Question: Will accelerometers be included as a specification?
Answer: We are looking to see if there is a way to require an indicator that will provide the coxswain with information on the impacts the boat is seeing with ranges indicating safe to operate, area of concern, and continue only if mission demands require maintaining speed.
- 7) Question: Could industry tie accelerometers to a “black box” or to warranty claims?
Answer: The idea of a ‘black box’ that captures info is something being considered, but real time transmission is not an option due to cyber resiliency/security issues.