



Justin Stepanchick and Dr. Alan Brown

Revisiting DDGX / DDG-51 Concept Exploration

ABSTRACT

This study revisits concept exploration for DDG-51 using reconstructed 1978-1979 DDX and 1979-1980 DDGX requirements and options, and 2005 tools. The goal of this study is to assess and highlight the benefits of current tools and processes for concept exploration by comparison to a well-known design that did not use these tools. This case study was completed in a summer and fall ship design project at Virginia Tech.

In 1979, the acquisition and design process did not begin with a Mission Need Statement, Analysis of Alternatives or Integrated Capabilities Document (ICD) as is required today. It began with studies, Tentative Operational Requirements, and Draft Top Level Requirements. In this study, we revisit the 1978-1980 DDG-51 (DDX/DDGX) concept exploration based on the guidance, goals and constraints of the DDX and DDGX studies, and a notional mission statement, concept of operations and list of required capabilities.

The design space is defined to include many of the same design alternatives that were considered in the DDX and DDGX studies. A multiple-objective genetic optimization (MOGO) based on military effectiveness, cost and risk is used to search the design space and perform trade-offs. A simple ship synthesis model is used to balance the designs, assess feasibility and calculate cost, risk and effectiveness. Alternative designs are ranked by cost, risk, and effectiveness, and presented in a series of non-dominated frontiers. Concepts for further study and development are chosen from this frontier and a comparison to DDG-51 is made based on these results.

MOTIVATION & INTRODUCTION

The traditional approach to ship design is largely an ‘ad hoc’ process. Experience, design lanes, rules of thumb, preference, and imagination guide selection of design concepts for assessment. Often, objective attributes are not adequately synthesized or presented to support efficient and effective decisions. This case study uses a total system approach for the design process, including a structured search of the design space based on the multi-objective consideration of effectiveness, cost and risk (Brown and Thomas 1998, Brown and Salcedo 2003)

The scope of this study includes only the first phase in the ship design process, Concept and Requirements Exploration. The Concept Exploration process followed in this study is shown in Figure 1. The first step in this process is to develop a clear and precise mission definition and list of required operational and functional capabilities starting with a Mission Need Statement (MNS) and Acquisition Decision Memorandum (ADM), or Integrated Capabilities Document (ICD). This process should not begin by jumping into specific requirements or design characteristics. These should be products of concept exploration, not initiating constraints. Requirements and design characteristics cannot be rationally specified without a thorough understanding of their impact on total ship cost, risk and effectiveness. Refinement of the mission definition typically includes a Concept of Operations (CONOPs), Pro-

jected Operational Environment (POE) and threat, specific missions and mission scenarios, and Required Operational Capabilities (ROCs).

Next, the design space is defined using available or developing technology necessary to provide required capabilities. In this case study, this includes most of the design alternatives that were considered in the DDX and DDGX studies. Concept Exploration need consider only those requirements and design parameters that have a significant impact on ship balance, military effectiveness, cost and risk. Cost, risk and effectiveness models must be developed consistent with mission requirements and the alternative technologies. A simple ship synthesis model is used to balance the designs, assess feasibility and calculate cost, risk and effectiveness.

Finally, a multiple-objective genetic optimization (MOGO) is used to search the design space for non-dominated feasible designs using the synthesis and objective attribute models (Shahak 1998, Salcedo 1999). Feasible designs are ranked by cost, risk, and effectiveness, and presented as a series of non-dominated frontiers. A non-dominated frontier (NDF) represents ship designs in the design space that have the highest effectiveness for a given cost and risk. Concepts for further study and development are chosen from this frontier and a comparison to DDG-51 is made based on these results.

This optimization requires mathematically-defined objective functions for effectiveness, cost and risk. Mission effectiveness, cost and risk have different metrics and cannot logically be combined into a single objective attribute. Multiple objectives associated with a range of designs must be presented separately, but simultaneously, in a manageable format for trade-off and decision-making. There is no reason to pay or risk more for the same effectiveness or accept less effectiveness for the same cost or risk. Various combinations of ship features and dimensions yield designs of different effectiveness, cost and risk. Preferred designs must always be on the non-dominated frontier. The selection of a particular non-dominated design depends on the decision-maker's preference for cost, effectiveness and risk. This preference may be affected by the shape of the frontier and cannot be rationally determined a priori. Overall Measure of Effectiveness (OMOE, Demko 2005, Brown and Demko 2006) and Overall Measure of Risk (OMOR, Mierzwicki 2003, Mierzwicki and Brown 2004) objective functions are developed using the Analytical Hierarchy Process (AHP), Multi-Attribute Value Theory (MAVT) and expert opinion (Belton 1986, Saaty 1996). Acquisition and life cycle cost are calculated using a modified weight-based cost model.

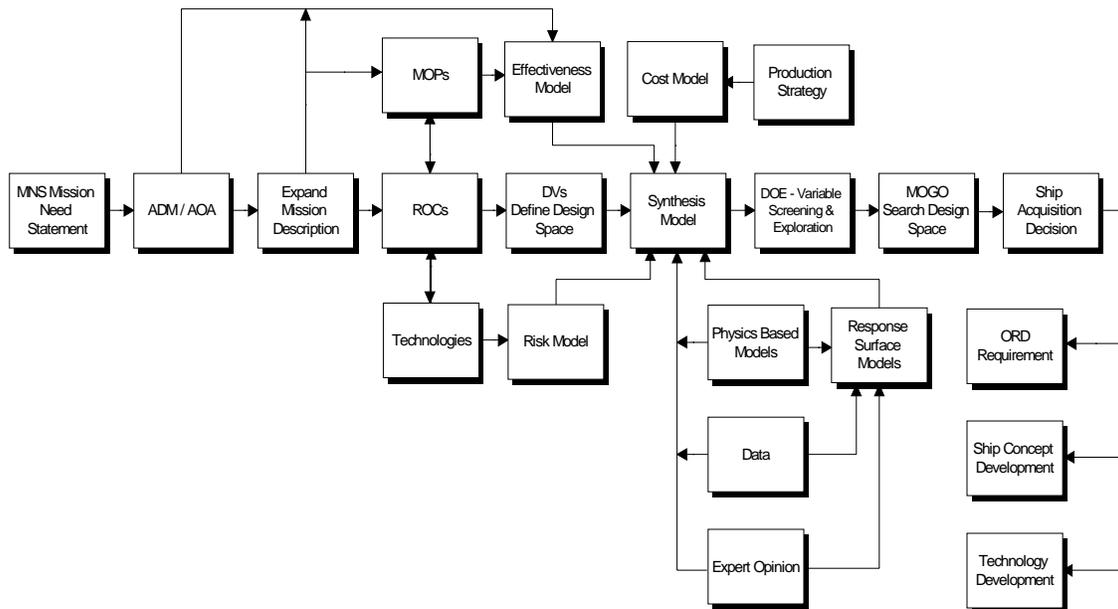


Figure 1 - Concept Exploration Process (Brown 2005)

Model Center (MC) software is used for the design and optimization environment (Phoenix Integration 2004). Design variables are screened and sensitivity is assessed using a Design of Experiments (DOE) in MC.

DDX AND DDGX CONCEPT DESIGN HISTORY

The design of a new guided missile destroyer equipped with an AEGIS weapon system, and identified as DG-AEGIS, was initiated in April 1972, continued through seventeen months of Concept Exploration, and started into a scheduled twelve-month Preliminary Design in September 1973. A Preliminary Design baseline was never established, and all effort for the DG-AEGIS design was terminated in May 1974 due to budget constraints (NAVSEA 1985).

In 1978, the Navy recognized that the escalating cost of CG-47 and the retirement of existing ships required the commencement of a new surface combatant program. An OPNAV (CNO) DDX Study Group, under the direction of RADM R. K. Fontaine, USN, was formed in May 1978 to update the operational requirements for surface combatants (Riddick 2003). From May 1978 to February 1979, this Group studied future threats facing the Navy in the 1990's and beyond (SEA 00D 1980). The group also investigated combat system capabilities required to meet these threats, and evaluated eleven alternative ship concepts identified as DDX variants to provide this capability within certain size and cost parameters. Naval Sea System Command (NAVSEA) personnel, led by Capt. D.P. Roane from the Combat System Directorate and Mr. Jim Raber from the Ship Design Directorate, participated in the areas of combat capability assessment and ship design alternatives (NAVSEA 1985).

Chief of Naval Operations (CNO), ADM T. B. Hayward, directed the Naval Material Command in 1979 to conduct Feasibility Studies for a DDX concept armed with guided missiles (DDGX) which could meet selected operational requirements from the Fontaine study (SEA 00D 1981). The general guidance included the following:

- a) The design or designs should support a lead ship authorization in a FY84-85 shipbuilding program
- b) Each alternative ship configuration should include schedules for research and development
- c) One alternative should be based on low risk technology. Other concepts should consider innovations, technology developments, modularity and cost reduction items which would reduce ship size and cost.
- d) The design should satisfy Top Level Requirements developed in the DDX studies.
- e) The design should emphasize combat capability and survivability to the maximum degree possible within limits of affordability.
- f) Interaction with other class ship modernization and maintenance plans was to be explored.

NAVSEA concluded the initial DDGX feasibility studies in December 1979 with five baseline configurations and 27 excursions or variants. After the DDGX studies were presented to the CNO, the Chief of Naval Material (CNM) immediately recommended Concept Design based on ship Variant 3A. This configuration was 469 feet long with a displacement of 7000 tons and a follow-ship cost of \$550 million. CNO tasked CNM to continue the development of the DDGX and provided the following additional direction (NAVSEA 1985):

- a) The DDGX design must be lower in cost and total capability than CG 47.
- b) Follow-ship acquisition cost should not exceed \$500 million (FY 1980).
- c) The design must be powerful and survivable and must include significant AAW capability.
- d) The design should support a lead ship authorization in FY84-FY86.

DDGX Concept Design began in February 1980 with a baseline 1000 tons lighter and \$50 million less than DDGX Variant 3A. Concept Design was completed in three steps: Major Trade-off Studies between February 1980 and May 1980; Trade-off Study Evaluations and System Level Integration between June 1980 and July 1980; and Final Concept Design Baseline Development between August 1980 and January 1981. Over 30 major trade-off studies were conducted in the HM&E and Combat Systems areas. The most comprehensive study was in propulsion where over 100 different concepts were identified and 33 of these were studied in detail.

Two final Concept Design baselines, designated as Alternatives 1 and 2, were conceived by January 1981. These designs reflected final decisions that had been developed for Combat System areas, two different propulsion plants, and deckhouse configurations. NAVSEA recommended Alternative 1 in February 1981 and presented it to a CNO Executive Board (CEB) that received it well. After the DDGX CEB, CNM appointed an independent senior re-

view panel to examine both alternatives again. The panel, headed by VADM R. S. Salzer, USN (Ret), after a brief review, made the following comments and recommendations (NAVSEA 1985):

- a) A valid requirement for DDGX continued to exist and the design program should continue to support a lead ship authorization in FY85, but neither of the proposed baselines should be used. Instead, Concept Design should continue with a new configuration. (A number of specific recommendations were made by the Salzer Panel such as to add more missiles and make the Propulsion Plant more similar to the DD 963, i.e., mechanical drive with four LM-2500s. Initial design studies to incorporate the Salzer Panel recommendations indicated that a feasible ship would displace 8700 tons)
- b) The cost constraint for the DDGX, incorporating attributes selected by the Panel, increased from \$500 million to between \$600 and \$650 million.
- c) New subsystems should be developed independent of the ship program.
- d) An emphasis for the new DDGX was to be on reliability.
- e) A more conservative approach to design development should be followed. Designs should accommodate fall-back to proven systems, reduced development risk, and systems testing using Land Based Engineering Facilities (LBEF) and “at sea” T&E where possible.

In April 1981, a second Concept Design began. This design was based on new guidelines to establish a more dependable concept. The Salzer Panel recommendations were studied and most were incorporated into DDGX during the summer of 1981 (NAVSEA 1985).

Throughout the DDGX Concept Design and at briefings to OPNAV the operator’s desire for modifications was expressed. The modifications consisted of increasing the ships range, adding TACTAS, selecting a 4 MW transmitter for SPY 1D in lieu of a 2 MW, and incorporating OPNAV’s new requirement for separate food preparation facilities for officers and enlisted men. These characteristics increased weight causing OPNAV to raise the ship’s displacement ceiling to 8500 tons. The Department of the Navy Systems Acquisition Review Council (DNSARC) reviewed the DDGX progress in June 1981 and was satisfied, as was the Secretary of Defense.

In the Fall of 1981, to meet all of the operator’s requirements including energy conservation, endurance range and sustained speed requirements, the ships displacement was increased 600 tons to 9100 tons. NAVSEA created 3 more design options by November. One ship, 8500 tons, met all the requirements except the desired speed and range; another ship, 9100 tons, met all operator requirements; and the last ship was an austere configuration at 8000 tons. In December 1981 the four alternatives were presented to CNM, OP 03, and ASN (S&L) (United States General Accounting Office 1986).

Based on this meeting, NAVSEA started concept design a third time to develop three additional concepts: one ship with gas turbine generators, and two with diesel generators. After another thorough review of the various configurations, NAVSEA recommended to OPNAV the gas turbine ship of 8500 tons. By February 1982, the design teams were directed to commence Preliminary Design of the DDG-51 with a gas turbine baseline. Table 1 is a summary of the DDX/DDGX concept exploration design events (NAVSEA 1985).

MISSION DEFINITION

The concept explored in this study is designated DDGVT to distinguish it from the actual DDG-51 design. The DDGVT mission definition is based on a notional DDGVT Mission Need Statement and DDGVT Acquisition Decision Memorandum. These were derived from the CNO DDX Study (1979-80) and NAVMAT DDGX Study (1980-81), with elaboration and clarification obtained by discussion and correspondence, and reference to pertinent documents and web sites (SEA 00D 1980, SEA 00D 1981, Hattenford 2004). The original mission analysis, threat and requirements remain largely classified, but it is possible to infer mission requirements from these studies, from the ships that DDGX was intended to replace, and from the cold war world situation existing at the time.

Table 1 - DDX/DDGX Timeline (NAVSEA 1985)

Date	Event
May 1978	OPNAV Study Group formed to conduct DDX requirements study.
Feb 1979	DDX requirements study completed by OPNAV Study Group.
August 1979	CNO directed CNM to conduct Feasibility Studies of DDX concepts with guided missiles. NAVSEA initiated DDGX Feasibility Studies.
Dec 1979	DDGX Feasibility Studies concluded.
Jan 1980	CNM recommended to CNO that a 7400 ton concept, "Notional Ship 3A," be selected as baseline for Concept Design.
Feb 1980	CNO directed CNM to start Concept Design with Notional Ship 3A and a goal to reduce acquisition cost. DDGX Concept Design was initiated with Notional Ship 3A as baseline concept.
Jan 1981	DDGX Concept Design completed with two lower cost alternative concepts for OPNAV review.
Feb 1981	NAVSEA recommended to CNO's Evaluation Board (CEB) that a 7580 ton RACER-equipped concept, Alternative 1, be selected as baseline for Preliminary Design. CNM directed the establishment of senior design review panel (Salzer Panel) to review the concepts. The Salzer Panel recommended that a more conservative concept be developed to serve as the baseline for Preliminary Design.
April 1981	DDGX Concept Design was re-instituted to develop some "Salzer" concepts.
June 1981	DDGX Program reviewed by DNSARC. Draft TLR issued by OPNAV.
Nov 1981	Four more conservative concepts were presented for OPNAV review.
Dec 1981	NAVSEA presented 8500 ton concept as recommended baseline and 9100-ton concept as alternative concept to CNM, OP 03 and ASN (S&L). Neither concept was found acceptable.
Jan 1982	DDGX Concept Design was again reinstated and three additional concepts one with gas turbine generators and two with diesel generators, were developed.
Feb 1982	NAVSEA presented the recommended concept, an 8500-ton gas turbine ship, to CNM and OP 03. OPNAV requested NAVSEA to work on increasing ship's range and speed while reducing beam, but authorized initiation of Preliminary Design. COMNAVSEA directed SEA 05 to initiate Preliminary Design with the 8500-ton gas turbine concept as baseline. DDGX redesignated DDG-51. This may be considered the official end of Concept Exploration and Development.

The DDGX study began with a request by the CNO to define a surface ship capable of replacing the retiring fleet of cruisers and destroyers. Specifically, DDGX must replace DLG-37, CG-16, and CG-26 class ships, and in a later flight, DD-963 class ships. DDGX must be interoperable with the CG-47 class or operate independently. It must complement AEGIS-equipped ships in battle force operation against a sophisticated missile threat, emphasizing: rapid reaction, increased firepower, high target handling capacity, ECM resistance, and potential for force AAW coordination. DDGX minimum requirements were to replace existing (1980) capabilities one for one with additional capabilities in a Strike Mission to support Tomahawk cruise missiles. The DDGX design must also address shortcomings in existing (1980) ships including: steam plant limitations, habitability, aluminum superstructure vulnerability, lack of fragment armor, blast resistance, service life reserves, and lack of signature control (SEA 00D 1981).

DDGVT is required to function as a multi-mission guided missile destroyer, designed to operate as an integral element in a Carrier Battle Group, independently, or as an amphibious, logistics force or MCM group escort, in multi-threat environments that include air, surface, and subsurface threats. It will have tactical employment in contingency and wartime operations. Primary missions include:

- 1) CBG - Protect the carrier. Flexibly perform AAW, ASUW and ASW operations as required to counter a multi-dimensional Soviet attack against the carrier and CBG. Since individual units may be required to operate as an integral part of a battle group or independently, this implies both multi-purpose and specialized (complimentary to other existing or planned combatants) capabilities. New combatants must ultimately perform the missions of ship classes to be replaced.
- 2) Escort - Protect sea lanes of communication (SLOC) including commercial shipping and military transport of cargo, personnel, and amphibious forces, and special-purpose task groups such as mine countermeasures and at-sea replenishment.
- 3) SAG – Independent / Surface Action Group - Function as independent forward-deployed naval forces and the first military forces on-scene, having "staying and convincing" power to promote peace through deterrence. Ships must be at-sea sustainable with endurance, prepared for crisis without warning.

- 4) NCO - Support non-combatant or NCO operations in conjunction with national directives. Ships must be flexible enough to support a peacetime presence mission yet be able to provide instant wartime response should a crisis escalate.

Additional requirements include:

- 1) Deal decisively with Soviet submarine, air and surface threats without warning. This implies multi-purpose, not single purpose capabilities.
- 2) Project power. Able to supplement the US nuclear and conventional tactical reserve and provide deterrence. Power projection requires the execution and support of flexible strike missions and the support of naval amphibious operations. This includes gunfire support, protection to friendly forces from enemy attack, unit self defense against AAW, ASW and ASUW threats and area defense.
- 3) Maintain Battle Space Dominance, including: command/ control/ communications and intelligence operations beyond weapons range.
- 4) Possess sufficient mobility and endurance to perform all missions on extremely short notice, at locations far removed from home port.

Possible mission scenarios include:

- Support of a three carrier force assigned to perform quick air and Tomahawk Anti-Ship Missile (TASM) or Harpoon strike(s) in the North Atlantic versus Soviet threats. This scenario is intended to depict an operation of a short duration with surface forces performing in a multi-mission battle force environment.
- Support of a four carrier force assigned to perform air and Tomahawk Anti-Ship Missile (TASM) or Harpoon strike(s) in the Northern Pacific versus Soviet or Chinese threats similar to the three carrier scenario. This scenario requires operations of extended duration which are intended to test re-supply through underway replenishment. DDGVT involvement may include CBG or underway replenishment escort operations.
- Deployment as part of a Surface Action Group (SAG) assigned to perform air and Tomahawk Anti-Ship Missile (TASM) or Harpoon strike(s) in Southeast or Southwest Asia using surface combatants only, without the support of an aircraft carrier's embarked airwing.
- A Protection of Shipping (POS) scenario protecting a convoy crossing the Atlantic to re-supply Europe.

Required Operational Capabilities (ROCs) were developed from this mission description and used as a comprehensive list of required DDGVT capabilities. Most require a specific system or technology to provide the capability. Some are required with an equal level of performance for all designs. Others must be assessed for different designs using Measures of Performance (MOPs) with goal and threshold values. These MOPs are included in the effectiveness (OMOE) calculation.

DDGX DESIGN ALTERNATIVES AND TECHNOLOGY

The following additional minimum requirements were specified by the original NAVMAT study group:

- a) Minimum sustained speed of 28 knots
- b) Minimum endurance range of 5000 nm at 18 knots or 3500 nm at 20 knots
- c) Appropriate passive protection
- d) Hull mounted sonar capable of long range operations (1st CZ active and passive, if possible)
- e) Facilities for LAMPS operation, or future VSTOL
- f) Long range surface-to-surface missile system capable of attacking ships and targets ashore with conventional and nuclear warheads
- g) Advanced phased array radar AAW system which will supplement AEGIS-equipped ships in battle force operation against a sophisticated missile threat, emphasizing: rapid reaction, increased firepower, high target handling capacity, ECM resistance, and potential for force AAW coordination.

The study identified five baseline configurations listed in Table 2 (SEA00D 1981).

Table 2 – 1981-82 DDGX Variants

SHIP NUMBER	TYPE/DESCRIPTION
DDGX Variants 1A-1P	Cruiser-like
DDGX 2	Advanced electric drive (not followed up)
DDGX Variants 3A-3H	Mid-size destroyer
Ship 4	(not followed up)
DDGX Variants 5A-5C	VLS frigate

Ultimately, the DDGX study recommended Ship 3A. However, according to Stocker (1981) characteristics of the cruiser and frigate-like ships were still to be considered. Ship 3A included two Vertical Launch (VLS) standard Ship Systems Engineering Standards (SSES) modules (32-cell and 64-cell).

The development of the Hull Engineering system involved, in part, consideration of the following technical issues:

- a) HSLA80 vs. HY80 for the hull girder
- b) Deckhouse material of steel or aluminum
- c) Deck height dimensions
- d) Radar Cross Section (RCS) impact on hull form
- e) Collective Protective System (CPS) – full/partial
- f) Habitability/living Spaces
- g) Office requirements
- h) Single vs. dual passageways
- i) Use of a compensated fuel system
- j) Clean salt water ballast

A variety of propulsion options were considered during the DDGX studies including: Fixed Pitch versus Controllable Pitch Props, Reversing versus Non-reversing Reduction Gears, various other gear configurations, one or two RACER systems, and machinery box tightness. Many variants incorporated a Rankine Cycle Energy Recovery (RACER) system for energy conservation. Extensive effort was placed on RACER which was still in development (Baskerville and Donovan 1984). Selecting an upgraded LM-2500, incorporating one RACER system, and choosing the Reverse Reduction Gear/Fixed Pitch Prop for the baseline provided an increase from 80,000 to 97,000 SHP (NAVSEA 1985).

In summary, the development of the Propulsion System, Auxiliary Systems, and Deck Machinery Systems involved consideration of many technical issues, including the following (NAVSEA 1985):

- a) Fixed Pitch Propeller (FPP)/Reverse Reduction Gear (RRG) vs. Controllable Reversible Pitch Props (CRP)
- b) 40,000 vs. 50,000 SHP shaft output
- c) RACER
- d) Machinery box tightness and length
- e) Lowering and centerlining engines
- f) Propeller shaft splay vs. tip-to-tip clearance
- g) Endurance requirements and calculation methods
- h) Three vs. four generators
- i) Electrical margins
- j) Uninterruptible power source
- k) All electric auxiliaries
- l) Centralized vs. distributed seawater systems
- m) Compensated fuel vs. clean ballast system
- n) All electric auxiliaries vs. auxiliary boilers vs. waste heat boilers

DDGVT TECHNOLOGIES AND DESIGN VARIABLES

Available technologies, systems and concepts, based on those considered in the 1979-1981 studies, that are necessary to provide required operational capabilities were identified and defined in terms of performance, cost, risk and

ship impact (weight, area, volume, power). Trade-off studies were performed using technology and concept design parameters to select trade-off options in a multi-objective genetic optimization (MOGO) for the total ship design. Alternative ship designs are described using 25 design variables listed in Table 3. Design-variable values are selected by the optimizer from the range indicated and input into the ship synthesis model. The ship is then balanced, checked for feasibility, and ranked based on risk, cost and effectiveness.

The ranges for principal characteristics (LWL, B, T, D_{10} , C_p , C_x and C_{rd}) were selected based on the early studies and typical cruiser/destroyer design lanes (Schaffer et al 1983). Propulsion engines must be non-nuclear, grade A shock certified, and Navy qualified. The machinery system alternatives must span a total power range of 40000–100000 SHP with ship service power greater than 3000 kW. Three propulsion system type alternatives were considered in the DDGVT propulsion trade-off study. These are shown in Figure 2. Propulsion system type alternatives 1 and 3 are mechanical drive systems, system type 1 with a controllable pitch prop (CRP), and system type 3 with a reverse reduction gear (RRG) and fixed pitch prop (FPP). System type 2 uses Integrated Electric Drive (IED) with a fixed pitch prop. The propulsion power requirement is satisfied with 2 to 4 main engines. The IED system has two propellers, and the mechanical drive systems may have one or two propellers. The COGAS with RACER option considered in 1981 was originally a favored choice because of its fuel efficiency. At the time, RACER and IED were new technologies with significant development risk. Gas turbine and diesel generator sets were both considered, including DDA 501-K17, DD 16V149TI and FM 12V.

SHIP SYNTHESIS MODEL

A ship synthesis model is required to balance and assess designs selected by the optimizer. Modules in the synthesis model were developed using FORTRAN, and the model is integrated and executed in Model Center (MC). The Multi-Objective Genetic Optimization is run in MC using the MC Darwin optimization plug-in. Figure 3 shows the synthesis model in MC. Measures of Performance (MOPs) are calculated based on the design parameters and their predicted performance in a balanced design. Values of Performance (VOPs), an Overall Measure of Effectiveness (OMOE), Overall Measure of Risk (OMOR), and life cycle cost are also calculated by the synthesis model.

The ship synthesis model is organized into modules as shown in Figure 3:

- Input Module – Inputs the design variable vector and other design parameters that are constant for all designs. Provides this input to the other modules.
- Combat Systems Module - Retrieves combat systems data from the Combat Systems Data Base as specified by the combat system design variables. Calculates payload SWBS weights, VCGs, areas and electric power requirements and assesses performance for the total combat system.
- Hull form Module - Calculates hull form principal characteristics and supplies them to other modules.
- Propulsion Module - Retrieves propulsion system and ship service power system data from the Propulsion and Power System Data Base as specified by the propulsion system and generator system design variables.
- Space Available Module - Calculates available volume and area, minimum depth required at amidships, cubic number, CN, and the height and volume of the machinery box.
- Resistance Module - Calculates hull resistance, required shaft horsepower at endurance speed and sustained speed. Resistance is calculated using the Holtrop-Mennen regression-based method. Propulsive coefficient is approximated. Sustained speed is calculated based on total BHP available with a 25% margin.
- Electric Power Module - Calculates maximum functional electric load with margins (KW_{MFLM}), required generator power (KW_{GREQ}), required average 24-hour electric power (KW_{24AVG}), and required auxiliary machinery room volume (V_{AUX}). It estimates system power requirements using known values and parametric equations, sums and applies margins, assumes one ship service generator is unavailable, uses a power factor of 0.9, and uses the electric load analysis method from DDS 310-1.
- Weight and Stability Module - Calculates single digit SWBS weights, total weight, fuel weight, and GM/B ratio. The module uses a combination of known weights and parametric equations to calculate the SWBS weights. KG is calculated from single digit weights and VCGs, estimated using parametric equations. Fuel weight is calculated as the difference between displacement and the sum of all other weights (less fuel).

Table 3 - DDGVT Design Variables (DVs)

DV	Name	Description	Design Space
1	LWL	Waterline length	120-180m
2	B	Beam	15-18m
3	T	Draft	5-7m
4	D10	Depth at Station 10	10-13m
5	Cp	Prismatic coefficient	.55-.65
6	Cx	Maximum section coefficient	.7-.88
7	Crđ	Raised deck coefficient	.6-1.0
8	VD	Deckhouse volume	4000-6000m3
9	Cdhmat	Deckhouse material	1=steel, 2=aluminum
10	BALtype	Ballast/fuel system type	0=clean ballast, 1=compensated fuel tanks
11	PSYS	Propulsion system alternative	Option 1) MD, CPP, 1 Shaft, 2xLM2500/COGAS (RACER) Option 2) MD, CPP, 1 Shaft, 2xLM2500 Option 3) MD, CPP, 2 Shaft, 4xLM2500 Option 4) MD, CPP, 2 Shaft, 2xLM2500, 2xLM500/COGAG Option 5) MD, CPP, 2 Shaft, 2xLM2500,2xPC2/16-DD/CODAG Option 6) MD, CPP, 2 Shaft, 2xLM2500 Option 7) MD, CPP, 2 Shaft, 2xLM2500, 2xLM2500/COGAS(RACER) Option 8) MD, RRG, FPP, 1 Shaft, 2xLM2500/COGAS (RACER) Option 9) MD, RRG, FPP, 1 Shaft, 2xLM2500 Option 10) MD, RRG, FPP, 2 Shaft, 4xLM2500 Option 11) MD, RRG, FPP, 2 Shaft, 2xLM2500, 2xLM500/COGAG Option 12) MD, RRG, FPP, 2 Shaft, 2xLM2500,2xPC2/16-DD/CODAG Option 13) MD, RRG, FPP, 2 Shaft, 2xLM2500 Option 14) MD, RRG, FPP, 2 Shaft, 2xLM2500, 2xLM2500/COGAS(RACER) Option 15) IED, 2 Shaft, FPP, 2xLM2500 Option 16) IED, 2 Shaft, FPP, 3xLM2500 Option 17) IED, 2 Shaft, FPP, 4xLM2500
12	GSYS	Ship service generator system alternative	Option 1) 3x3000kw Allison 501-K17, SSTG Option 2) 4x3000kw Allison 501-K17, SSTG Option 3) 3x1053kw DD 16V149TI, SSDG Option 4) 4x1053kw DD 16V149TI, SSDG Option 5) 5x1053kw DD 16V149TI, SSDG Option 6) 3x1566kw FM 12V, SSDG Option 7) 4x1566kw FM 12V, SSDG Option 8) 5x1566kw FM 12V, SSDG
13	Ts	Provisions duration	45-60 days
14	Ncps	Collective Protection System	0=none, 1=partial, 2=full
15	Ndegaus	Degaussing system	0=none, 1=degaussing
16	Cman	Manning reduction factor	0.95-1.0
17	AAW	AAW system alternative	Option 1(DDGX1A): 2xSPY-1B, SPS-49, 2xSPG-62, AEGIS Combat System, MK99 FCS Option 2(DDX 2,5,6): 1xSPY-1B, SPS-49, 4xSPG-62, AEGIS Combat System, MK99 FCS Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS Option 4(DDX 7): 1xSPY-1B, SPS-49, AEGIS Combat System, MK99 FCS Option 5(CG-47/DDGX1G): 2xSPY1A, SPS-49, 4xSPG-62, AEGIS Combat System, MK99 FCS Option 6 (DDX 3/4): SPS-48, SPS-49, MK 74 MFCS Option 7 (DD993): SPS-48, SPG-60, MK 74 MFCS Option 8 (DDX 1/FFG-7): SPS-49, SPG-60, MK 92 MFCS/SITR/CAS Option 9 (DDGX3E): SPS-49, MK 92 MFCS/SITR/CAS Option 10 (DD-963): SPS-40, SPG-60, MK91 MFCS
18	ASUW	ASUW system alternative	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms Option 2 (CG-47/DD-963/993): SPS-55, SPQ-9, MK 86 GFCS, Harpoon WCS SWG-1, Small Arms Option 3 (DDX 6&7): SPS-55, SPS-64, Harpoon WCS SWG-1, Small Arms Option 4 (DDX 1-5/FFG-7/DDGX-A): SPS-55, Harpoon WCS SWG-1, Small Arms
19	ASW	ASW system alternative	Option 1&2 (DDX 1/ DDG-51/DDX3&4): SQS-53C, SQR-19 TACTAS, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS, MK 116 UWFCs Option 3 (DDX-2): SQS-53C, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS, MK 116 UWFCs Option 4&6 (DD-963/993/CG-47): SQS-53B, SQR-19 TACTAS, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS, MK 116 UWFCs Option 5&7 (DDGX-1E/FFG-7): SQS-56, SQR-19 TACTAS, Nixie, 2xMK 32 Triple Tubes, MK 309 Torpedo FCS, SQQ 89 FCS Option 8 (DDX-7): SQS-56, Nixie, 2xMK 32 Triple Tubes, MK 309 Torpedo FCS, SQQ 89 FCS Option 9 (DDX 5&6): Nixie
20	NSFS	NSFS system alternative	Option 1: 5" 54 caliber MK 45 gun Option 2: 76mm MK 75 gun
21	CCC	CCC system alternative	Option 1: CG 47; Option 2: DDG 51; Option 3: DD 993; Option 4: DD 963; Option 5: FFG 7
22	SEW	Signal and electronic warfare system alternative	Option 1: ECM SLQ-32-V3, MK 36 SRBOC Option 2: ECM SLQ-32-V2, MK 36 SRBOC
23	LAMPS	LAMPS/helo system alternative	Option 1: Embarked LAMPS w/Hangar; Option 2: LAMPS haven (flight deck); Option 3: in-flight refueling
24	SDS	Self-Defense Systems	Option 1: 1xCIWS,1 RAM; Option 2: 2xCIWS; Option 3: 1xCIWS
25	GMLS	Guided Missile Launching System alternative	Option 1 (DDG-X1A/DDX2&3) MK 41 VLS 128 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher Option 2 (DDX5-7/DDG-51) MK 41 VLS 96 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher Option 3 (DDX1) MK 41 VLS 64 cell, MK 13 GMLS, AN/SWG-3A Tomahawk WCS Option 4 (DDX 4) MK 41 VLS 64 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher Option 5 (CG-47/DD993) 2xMK 26 GMLS, MK 141 Harpoon Box Launcher Option 6 (FFG-7) MK 13 GMLS Option 7 (DD 963) MK29 GMLS, MK143 Launcher, AN/SWG-3A Tomahawk WCS, MK141 Harpoon Box Launcher, MK112 ASROC

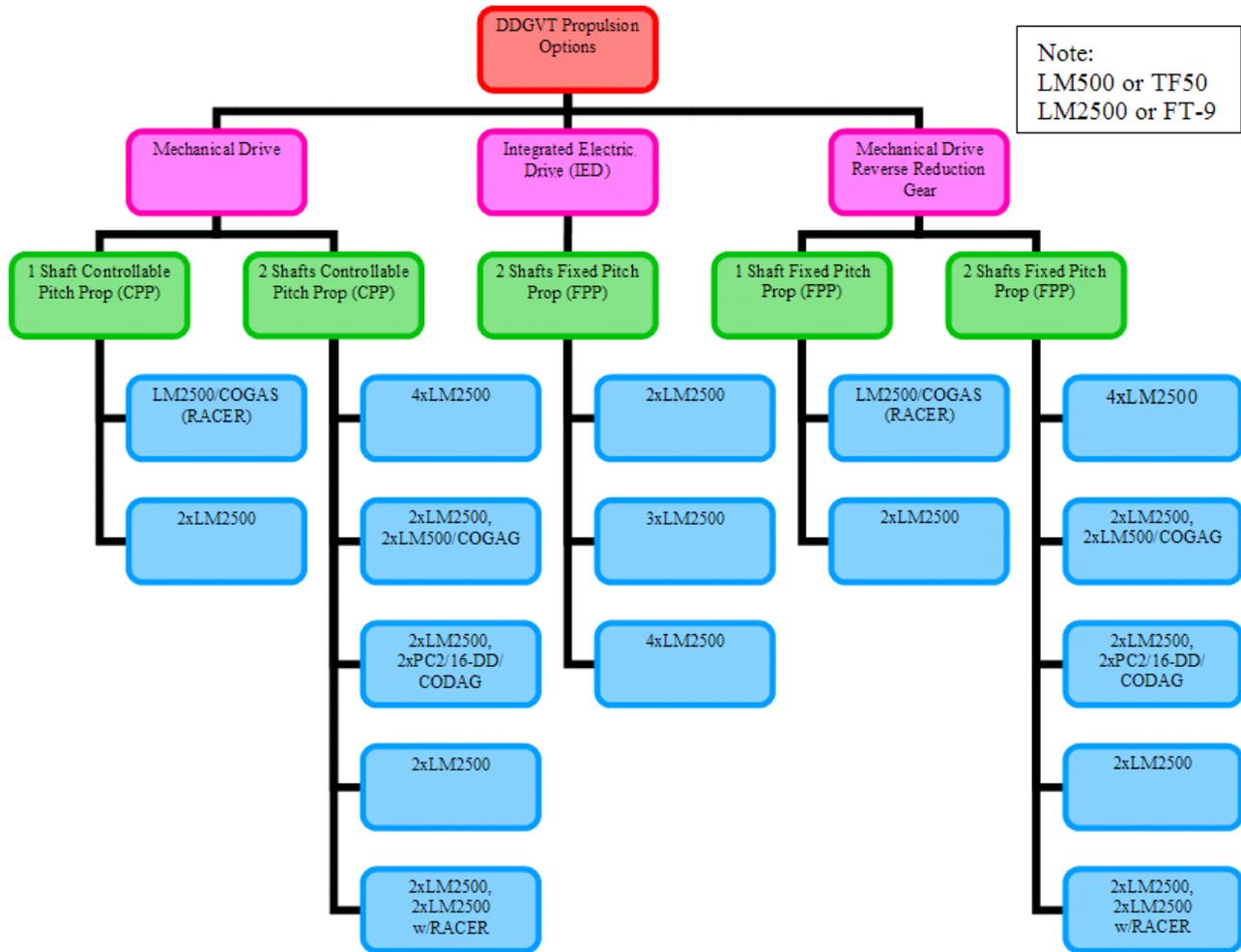


Figure 2 - DDGVT Machinery Alternatives

- Tankage Module - Calculates tankage volume requirements based on fuel weight and parametric equations. It uses a number of input variables including fluid specific volumes, ballast type, transmission efficiency, fuel consumption at endurance speed, average generator engine fuel consumption, average electric load, endurance speed, total propulsion engine BHP, potable water weight, and lube oil weight. It uses parametric equations for various tank volumes and design data sheet DDS-200-1 for endurance fuel calculations. It outputs total required tankage volume, fuel tank volume and endurance range.
- Space Required Module - Calculates deckhouse arrangeable area required and available, and total ship area required and available using parametric equations. Inputs include number and type of personnel, cubic number, known area requirements, hull and deckhouse volumes, large object volumes, average deck height, beam, and stores duration.
- Feasibility Module - Assesses the overall design feasibility. It compares available to required characteristics including total arrangeable ship area, deckhouse area, sustained speed, electrical plant power, minimum and maximum GM/B ratios, endurance range and sustained speed.
- Cost Module - Calculates lead-ship acquisition, follow-ship acquisition and life cycle cost using weight-based parametric equations modified for complexity and producibility.
- Effectiveness Module - Calculates Values of Performance (VOPs) for all MOPs. Calculates the OMOE using these VOPs and their associated weights.
- Risk Module - Calculates a quantitative Overall Measure of Risk (OMOR) for a specific design considering performance risk, cost risk, and schedule risk.

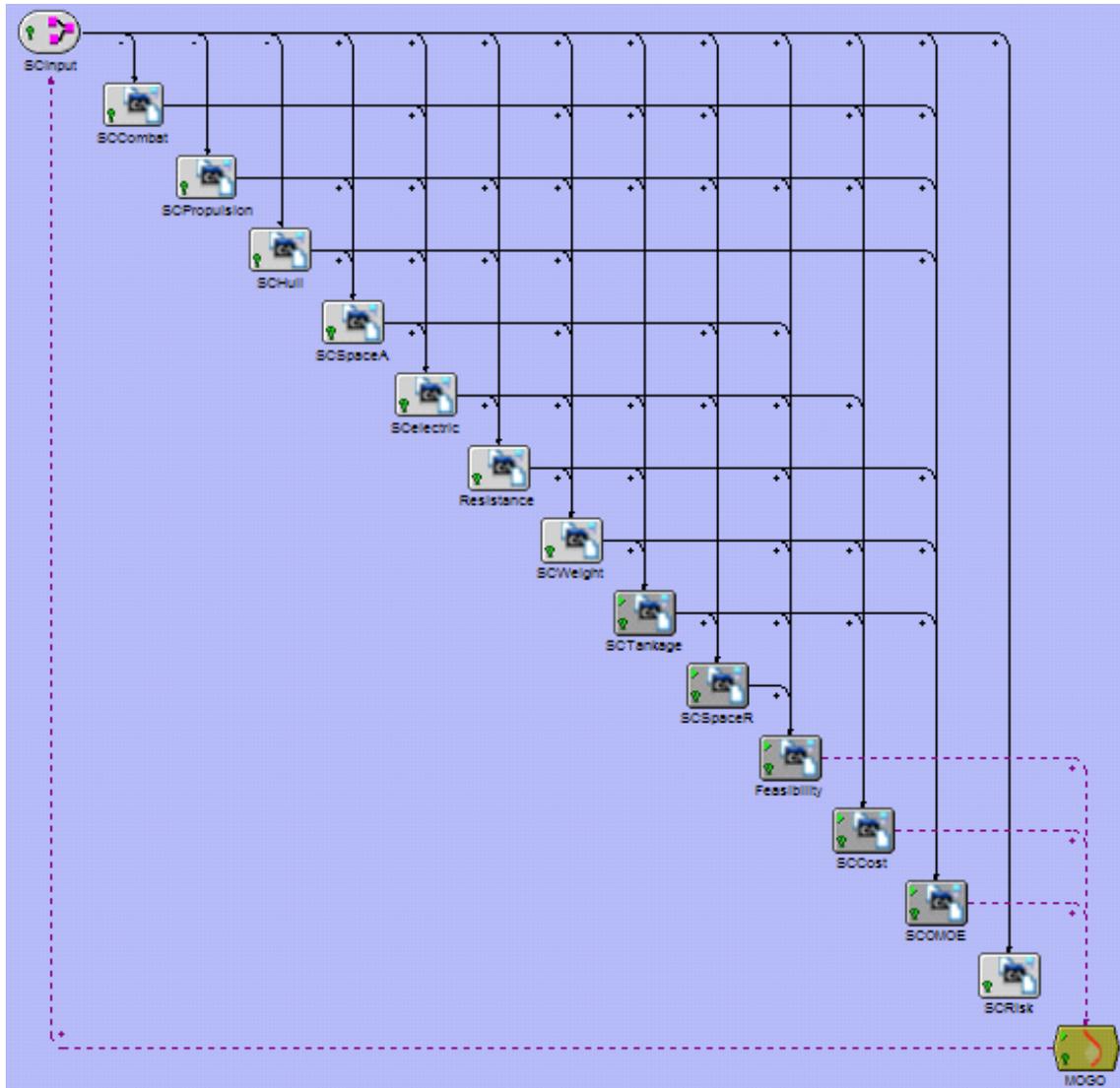


Figure 3 – SC Ship Synthesis Model in Model Center (MC)

MULTI-OBJECTIVE OPTIMIZATION (MOGO)

The optimization is performed in Model Center using the Darwin optimization plug-in. Objective attributes for this optimization are life cycle cost, risk (technology cost, schedule and performance risk) and military effectiveness. A flow chart for the Multi-Objective Genetic Optimization (MOGO) is shown in Figure 4. In the first design generation, the optimizer randomly defines 200 balanced ships using the ship synthesis model to balance each ship and to calculate cost, effectiveness and risk. Each of these designs is ranked based on their fitness or dominance in effectiveness, cost and risk relative to the other designs in the population. Penalties are applied for infeasibility and niching or bunching-up in the design space. The second generation of the optimization is randomly selected from the first generation, with higher probabilities of selection assigned to designs with higher fitness. Twenty-five percent of these are selected for crossover or swapping of some of their design variable values. A small percentage of randomly selected design variable values are mutated or replaced with a new random value. As each generation of ships is selected, the ships spread across the effectiveness/cost/risk design space and frontier. After 100+ generations of evolution, the non-dominated frontier (or surface) of designs is defined. Each ship on the non-dominated frontier provides the highest effectiveness for a given cost and risk compared to other designs in the design space. The “best” design is determined by the customer’s preference for effectiveness, cost and risk.

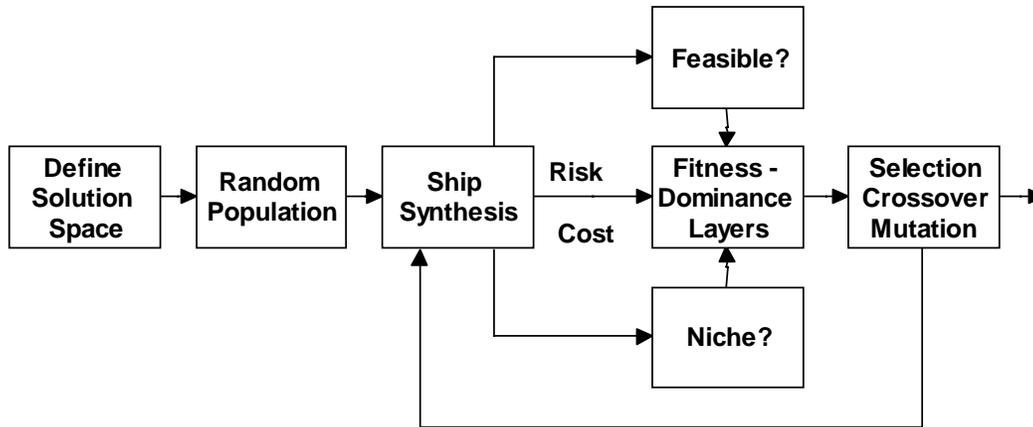


Figure 4 - Multi-Objective Genetic Optimization

Table 4 – DDGVT MOPs

MOP #	MOP	Metric	Goal	Threshold
1	AAW	AAW Option GMLS Option SEW Option SDS Option CCC Option	AAW =1 GMLS=1 SEW =1 SDS=1 CCC =1	AAW =10 GMLS=7 SEW =2 SDS=3 CCC =5
2	ASW	ASW Option LAMPS Option GMLS Option CCC Option	ASW =1 LAMPS=1 GMLS=1 CCC=1	ASW =9 LAMPS=3 GMLS=7 CCC=5
3	ASUW	ASuW Option LAMPS Option NSFS Option CCC Option SEW Option	ASuW=1 LAMPS=1 NSFS=1 CCC=1 SEW=1	ASuW=4 LAMPS=3 NSFS=2 CCC=5 SEW=2
4	CCC	CCC Option	CCC=1	CCC=5
6	NSFS	NSFS Option CCC Option	NSFS=1 CCC=1	NSFS=2 CCC=5
7	FSO	LAMPS Option CCC Option	LAMPS=1 CCC=1	LAMPS=3 CCC=5
8	INT	LAMPS Option CCC Option	LAMPS=1 CCC=1	LAMPS=3 CCC=5
9	STK	GMLS Option CCC Option	GMLS=1 CCC=1	GMLS=7 CCC=5
10	Sustained Speed	Knots	Vs=32 knots	Vs=28 knots
11	Endurance Range	Nm	E=6500 nm	E=3500 nm
12	Stores and Provisions	Days	Ts=60days	Ts=45days
13	Seakeeping	McCreight Index	McC=16	McC=6
14	Environmental	Ballast Option	clean	compensated
15	Structure, DH material	Cdhmat	steel	aluminum
16	NBC	CPS Option	full	none
17	RCS	Cubic meters	VD=4000	VD=6000
18	Acoustic Signature	PSYS type	FPP, IED	CPP, MD
18	IR Signature	PENG type	RACER	GT
19	Magnetic Signature	Degaussing	degaussing	none

To perform the optimization, quantitative objective functions are developed for each objective attribute. Effectiveness and risk are quantified using overall measures of effectiveness (OMOE) and risk (OMOR).

Measures of Performance are selected based on ROCs and design variables (DVs). Goal and threshold metric values or options are identified for each MOP. MOPs are used in the ship synthesis model to calculate the Overall Measure of Effectiveness (OMOE, Demko 2005, Brown and Demko 2006). MOPs are listed in Table 4.

Figure 5 is the OMOE hierarchy for DDGVT derived from Table 4. Separate hierarchies are developed for each type of mission for DDGVT. MOPs are grouped into five categories (mission and active defense, sustainability, mobility, vulnerability, and susceptibility) under each mission. MOP weights are calculated using expert opinion and pair wise comparison as shown in Figure 6. Results are shown in Figure 7. MOP weights and value functions are finally assembled in a single OMOE function:

$$OMOE = g[VOP_i(MOP_i)] = \sum_i w_i VOP_i(MOP_i) \tag{1}$$

The naval ship concept design process often embraces novel concepts and technologies that carry with them an inherent risk of failure simply because their application is the first of its kind. This technology risk may be necessary to achieve specified performance or cost reduction goals. An Overall Measure of Risk (OMOR, Mierzwicki 2003, Mierzwicki and Brown 2004) is used as a metric for this risk.



Figure 5 - OMOE Hierarchy

	MOP1 - AA	MOP2 - AS	MOP3 - AS	MOP4 - CC	MOP6 - NS	MOP7 - FS	MOP8 - INT	MOP9 - STK
MOP1 - AAW		1.1	1.1	2.0	2.2	4.9	2.4	2.3
MOP2 - ASW			1.1	2.3	2.8	5.7	3.2	1.4
MOP3 - ASUW				2.1	2.8	5.3	2.7	1.6
MOP4 - CCC					1.9	3.2	2.2	2.6
MOP6 - NSFS						1.8	1.3	6.7
MOP7 - FSO							2.1	9.0
MOP8 - INT								5.7
MOP9 - STK	Incon: 0.01							

Figure 6 - AHP Pairwise Comparison

Goal: Maximize OMOE
Overall Inconsistency = .02

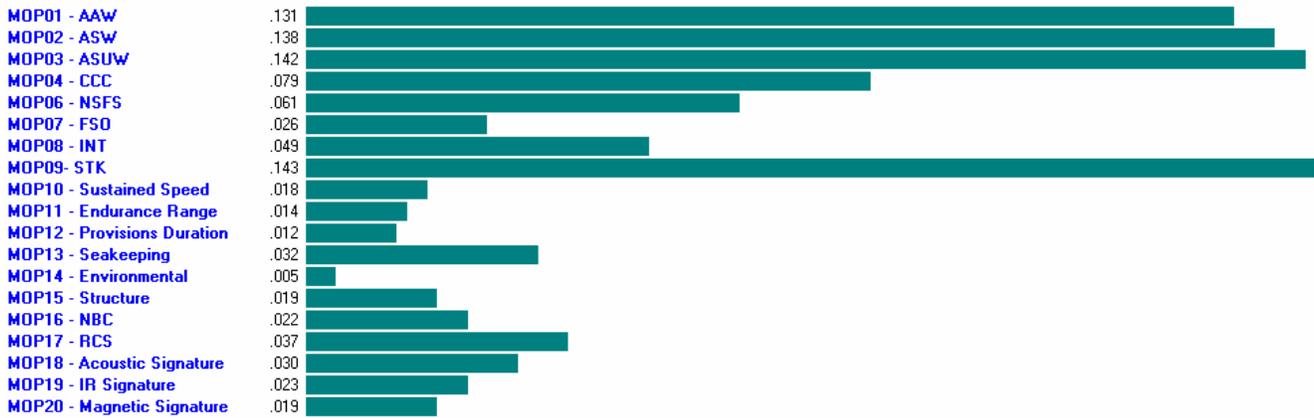


Figure 7 - MOP Weights

Three types of technology risk events are considered in the DDGVT risk calculation: performance, cost and schedule. The initial assessment of risk performed in Concept Exploration is a very simplified first step in the overall Risk Plan and the Systems Engineering Management Plan (SEMP). After the ship’s missions and required capabilities are defined and technology options identified, these options and other design variables are assessed for their potential contribution to overall risk. MOP weights, tentative ship and technology development schedules and cost predictions are also considered. Calculating the OMOR first involves identifying risk events associated with specific design variables, required capabilities, cost, and schedule. The Risk is calculated for each event and a risk table or register is created. Possible risk events identified for DDGVT are listed in Table 5. Performance risk events include the addition of RACER to the LM-2500, Integrated Electric Drive, the development of a SPY-1D radar, and the new Vertical Launch System. Cost and schedule risk events include the new technologies failing, exceeding cost and/or development schedule estimates. The AHP and expert pair-wise comparison are then used to calculate OMOR hierarchy weights, W_{perf} , W_{cost} , W_{sched} , w_i , w_j and w_k . The OMOE performance weights calculated previously that are associated with risk events are normalized to a total of 1.0, and reused for calculating the OMOR. Once possible risk events are identified, a probability of occurrence, P_i , and a consequence of occurrence, C_i , is estimated for each event using Table 6 and Table 7. The OMOR is calculated using these weights and probabilities in the following equation:

$$OMOR = W_{perf} \sum_i \frac{w_i}{\sum_i w_i} P_i C_i + W_{cost} \sum_j w_j P_j C_j + W_{sched} \sum_k w_k P_k C_k \quad (2)$$

The OMOR function is used as the third objective attribute in the MOGO.

Table 5 - DDGVT Risk Register

SWBS	Risk Type	Related DV #	DV Options	DV Description	Risk Event Ei	Event #	Pi	Ci	Ri
2	Performance	DV11	15,16,17	Integrated electric drive	Does not meet performance TLRs	1	0.5	0.7	0.35
2	Schedule	DV11	15,16,17	Integrated electric drive	Schedule delays impact program	2	0.6	0.5	0.3
2	Cost	DV11	15,16,17	Integrated electric drive	Development and acquisition cost overruns	3	0.7	0.5	0.35
2	Performance	DV11	1,7,8,14	RACER	Does not meet performance TLRs	4	0.8	0.3	0.24
2	Schedule	DV11	1,7,8,14	RACER	Schedule delays impact program	5	0.6	0.5	0.3
2	Cost	DV11	1,7,8,14	RACER	Development and acquisition cost overruns	6	0.6	0.5	0.3
2	Performance	DV11	8,9,10,11,12,13,14	RRG	Does not meet performance TLRs	7	0.7	0.2	0.14
2	Schedule	DV11	8,9,10,11,12,13,14	RRG	Schedule delays impact program	8	0.6	0.2	0.12
2	Cost	DV11	8,9,10,11,12,13,14	RRG	Development and acquisition cost overruns	9	0.6	0.3	0.18
4	Performance	DV17	1,2,3,4	SPY-1B,D	Does not meet performance TLRs	10	0.2	0.3	0.06
4	Schedule	DV17	1,2,3,4	SPY-1B,D	Schedule delays impact program	11	0.25	0.6	0.15
4	Cost	DV17	1,2,3,4	SPY-1B,D	Development and acquisition cost overruns	12	0.25	0.6	0.15
4	Performance	DV18	1	SPS-67	Does not meet performance TLRs	13	0.4	0.1	0.04
4	Schedule	DV18	1	SPS-67	Schedule delays impact program	14	0.3	0.3	0.09
4	Cost	DV18	1	SPS-67	Development and acquisition cost overruns	15	0.3	0.3	0.09
4	Performance	DV19	1,2,3	SQS-53C	Does not meet performance TLRs	16	0.2	0.4	0.08
4	Schedule	DV19	1,2,3	SQS-53C	Schedule delays impact program	17	0.3	0.6	0.18
4	Cost	DV19	1,2,3	SQS-53C	Development and acquisition cost overruns	18	0.3	0.6	0.18
7	Performance	DV24	1	RAM	Does not meet performance TLRs	19	0.8	0.5	0.4
7	Schedule	DV24	1	RAM	Schedule delays impact program	20	0.25	0.3	0.075
7	Cost	DV24	1	RAM	Development and acquisition cost overruns	21	0.25	0.3	0.075
7	Performance	DV25	1,2,3,4	VLS	Does not meet performance TLRs	22	0.1	0.4	0.04
7	Schedule	DV25	1,2,3,4	VLS	Schedule delays impact program	23	0.1	0.5	0.05
7	Cost	DV25	1,2,3,4	VLS	Development and acquisition cost overruns	24	0.1	0.6	0.06

Table 6 - Event Probability Estimate

Probability	What is the Likelihood the Risk Event Will Occur?
0.1	Remote
0.3	Unlikely
0.5	Likely
0.7	Highly likely
0.9	Near Certain

Table 7 - Event Consequence Estimate

Consequence Level	Given the Risk is Realized, What Is the Magnitude of the Impact?		
	Performance	Schedule	Cost
0.1	Minimal or no impact	Minimal or no impact	Minimal or no impact
0.3	Acceptable with some reduction in margin	Additional resources required; able to meet need dates	<5%
0.5	Acceptable with significant reduction in margin	Minor slip in key milestones; not able to meet need date	5-7%
0.7	Acceptable; no remaining margin	Major slip in key milestone or critical path impacted	7-10%
0.9	Unacceptable	Can't achieve key team or major program milestone	>10%

DDGVT construction costs are estimated for each SWBS group using weight-based equations. Figure 8 illustrates acquisition cost components calculated in the model. The Basic Cost of Construction (BCC) is the sum of all SWBS group costs including engineering, assembly, and support which are very large for the lead ship. Ship price includes profit. In naval ships, the Total Shipbuilder Portion is the sum of the projected cost of change orders and the BCC. The Total Government Portion is the sum of the cost of Government-Furnished Material (GFM) and Program Managers Growth. The Total End Cost is the Sum of the Total Shipbuilder Portion and the Total Gov-

ernment Portion. DDGVT life cycle cost as defined in this study includes acquisitions cost, manning cost and fuel cost.

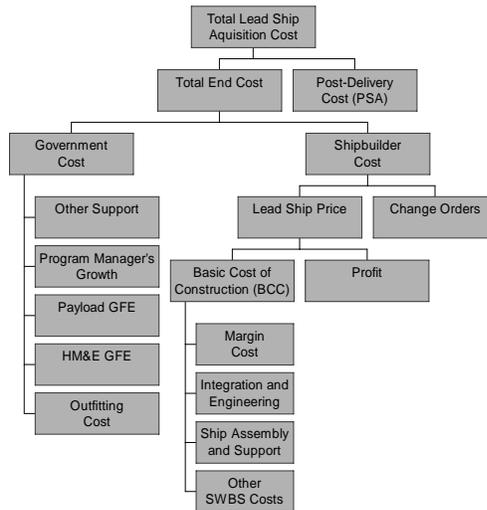


Figure 8 - Naval Ship Acquisition Cost Components

RESULTS

The Non-Dominated (ND) frontier results from the optimization are shown in Figure 9 and Figure 10. In Figure 9, effectiveness (OMOE) is plotted versus follow-ship acquisition cost (C_{fola}) and risk (OMOR). Colors represent the improvement in non-dominated designs from Generation 1, selected at random, to Generation 107. Bands of non-dominated designs versus OMOR shown in the left view correspond to low-risk designs, medium-risk designs (RACER or Integrated Electric Drive and VLS or SQS-53C) and high-risk designs (RAM or significant automation). These bands are plotted in two dimensions in Figure 10 with green points representing low-risk, yellow points representing medium-risk and red points representing high-risk designs. Results for the actual ships, DDG-51, CG-52 and FFG-7 are also plotted for comparison. Designs 17, 18, 33 and 54 are circled for discussion. Specific characteristics for these designs are listed and compared to DDG-51 in Table 8.

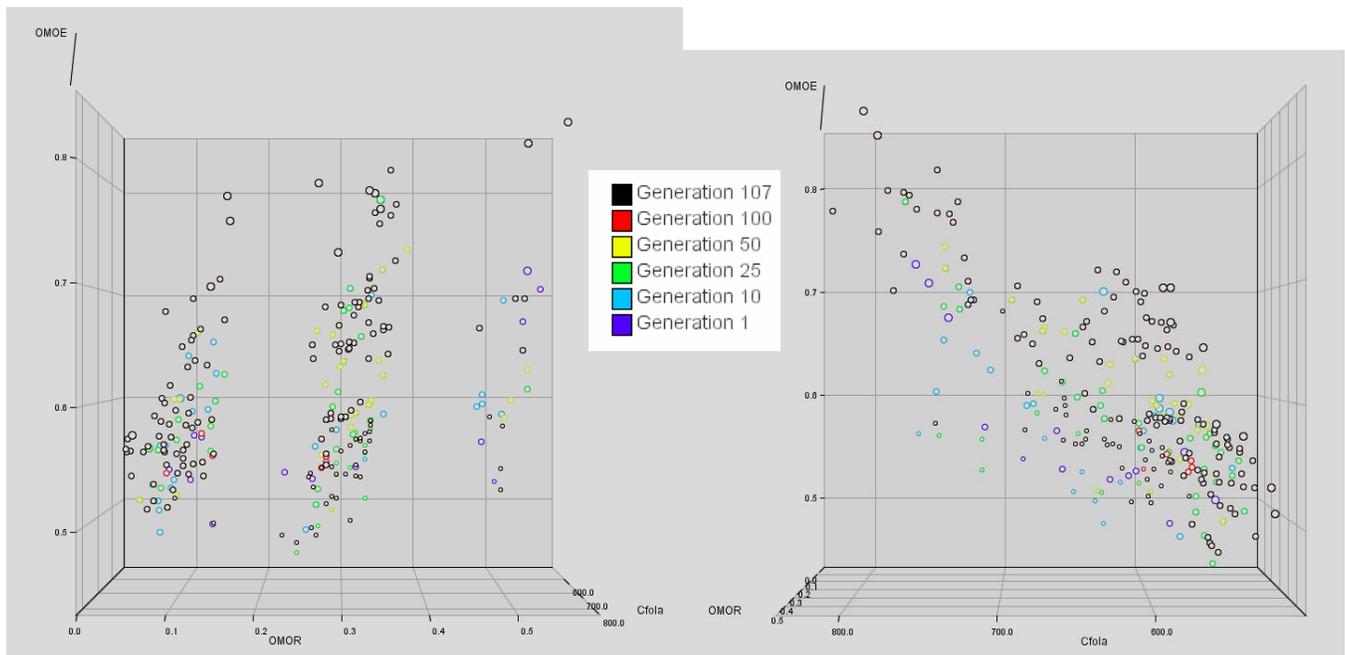


Figure 9 – DDGVT 3D Non-Dominated Frontier

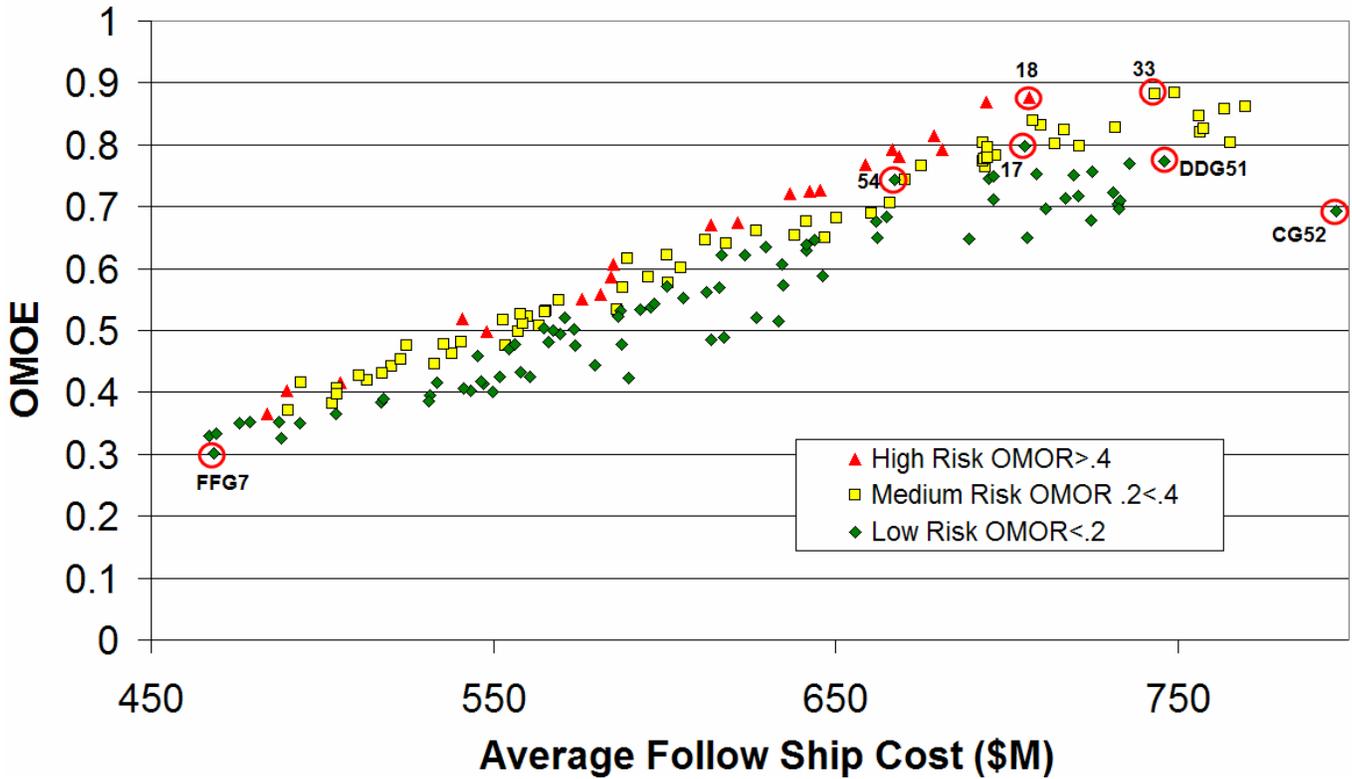


Figure 10 – DDGVT Non-Dominated Frontier

In general, most designs on the non-dominated frontier include fuel-efficient propulsion options (RACER or CODAG). Despite reliability and redundancy impacts, single-shaft systems were often selected even in higher cost ships. This is due to the very substantial total ship impact of a single shaft and main machinery room, and the higher value given to warfighting capabilities. Most high-end ships include the DDG-51 AAW system (SPY-1D) and VLS (96 or 64 cells). Most include a partial or full Collective Protection System (CPS) and degaussing, despite the significant volume and weight impacts of these options. Most include a compensated fuel system to provide valuable volume in volume-limited designs despite an environmental penalty. Most high-end ships include an embarked LAMPS and hangar, despite the fact that, as in 1980, this option was not given a significant performance advantage over flight-deck only. CG-7, FFG-7 and DD-963 class ships were considered to have sufficient task group hangar capacity. However, the fact that LAMPS capability enhances multiple warfighting areas (ASW, ASUW, FSO, INT) and provides excellent ASW capability without the major impact of an SQS-53C sonar and/or TACTAS gave the embarked LAMPS significant leverage over other options. Less capable ASW systems (SQS-56 w/o TACTAS) are often selected even in higher cost ships. Most of the designs on the ND frontier are longer with less beam and draft than DDG-51. This provides a significant resistance advantage for an equivalent displacement. It is believed that DDG-51 length was constrained for program reasons to distinguish it from CG-47 class ships.

The actual DDG-51 is a low-risk, high effectiveness, high cost alternative very close to the ND frontier. Since the DDGVT process and specific OMOE function were not used for the DDG-51 design, it is remarkable how close to the ND frontier it is. It is an excellent ship, especially considering that RACER was planned for the original design and was never implemented. RACER would have substantially increased endurance range and sustained speed.

Design 17 has a slightly greater effectiveness than DDG-51 with similar low risk, but with \$41M less acquisition cost. This lower cost is the result of better fuel efficiency (CODAG), less resistance, and a smaller sonar (SQS-56 w/o TACTAS), all of which result in a smaller ship. Effectiveness is improved by the embarked LAMPS. This design also has an excellent endurance range (6157 nm), but with a lower sustained speed (29.4 knots), and 76mm vice 5"-54 gun. It is the authors' preferred design.

Design 54 has a slightly less effectiveness than DDG-51 with similar low risk and \$79M less acquisition cost. This is a very significant cost reduction. It is also a CODAG design with embarked LAMPS. The trade-offs for this cost reduction include a sustained speed of 29.7 knots, SQS-56 sonar, 76 mm gun, VLS with only 64 cells vice 96 cells, and marginal endurance range (3500 nm).

Design 33 has a similar cost to DDG-51, but with higher risk and substantially higher effectiveness. It has only a single shaft RACER system, but with 96 cell VLS, embarked LAMPS, SQS-53C sonar, and 5”-54 gun.

Design 18 has a \$39M less acquisition cost, but higher risk and much higher effectiveness. It is also a single shaft RACER design, but with diesel generators vice gas turbines, and increased automation. This smaller ship has all other DDG-51 systems plus excellent endurance range, embarked LAMPS, SLQ-32V3 and CG-47 C4I.

Table 8 – Selected ND Design and Actual Ship Characteristics

Description	DDG-51	Design #54	Design #17	Design #33	Design #18	Design Space
Follow-ship acquisition cost	\$746M	\$667M	\$705M	\$743M	\$707M	
Technology Risk (OMOR)	0.122	0.103	0.111	0.383	0.408	0-1
Effectiveness (OMOE)	0.773	0.743	0.797	0.883	0.876	0-1
Displacement (MT)	8128	6758	7487	6836	6694	
LWL - Waterline length (m)	141.8	145.5	148.6	146.1	143.9	120-180m
B – Beam (m)	17.9	16.3	16.2	16.1	16.7	15-18m
T – Draft (m)	6.1	5.4	5.3	5.2	5.1	5-7m
D10 - Depth (m)	12.8	11.8	11.8	11.0	10.5	10-13m
Cp - Prismatic coefficient	0.607	0.61	0.640	0.610	0.61	.55-.65
Cx – Max section coefficient	0.818	0.83	0.880	0.860	0.84	.7-.88
Deckhouse volume (m3)	5437	4700	4500	5100	5200	4000-6000m3
Deckhouse material	steel	steel	steel	steel	aluminum	steel, aluminum
Ballast/fuel system type	compensated	compensated	compensated	compensated	compensated	clean ballast, compensated
Endurance range (nm)	4746	3500	6157	3603	5391	G: 6500; T: 3500
Sustained speed (knots)	31.4	29.7	29.4	28.2	28.1	G: 32; T: 28
Seakeeping (McC index)	14.7	10.8	12.0	10.4	10.1	G: 16; T: 6
Propulsion system alternative	Option 3) MD, CPP, 2 Shaft, 4xLM2500	Option 5) MD, CPP, 2 Shaft, 2xLM2500, 2xPC2/16-DD/CODAG	Option 5) MD, CPP, 2 Shaft, 2xLM2500, 2xPC2/16-DD/CODAG	Option 1) MD, CPP, 1 Shaft, 2xLM2500/COGAS (RACER)	Option 1) MD, CPP, 1 Shaft, 2xLM2500/COGAS (RACER)	Options 1-17
Ship service generator system alternative	Option 1) 3x3000kw Allison 501-K17, SSTG	Option 2) 4x3000kw Allison 501-K17, SSTG	Option 1) 3x3000kw Allison 501-K17, SSTG	Option 2) 4x3000kw Allison 501-K17, SSTG	Option 7) 4x1566kw FM 12V, SSDG	Options 1-8
Collective Protection System	partial	partial	partial	partial	partial	0=none, 1=partial, 2=full
Degaussing system	degaussing	degaussing	degaussing	degaussing	degaussing	0=none, 1=degaussing
Manning reduction factor	1.0	0.97	0.96	0.98	0.95	0.95-1.0
Crew	345	302	305	322	305	
AAW system alternative	Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS	Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS	Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS	Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS	Option 3(DDG-51): 1xSPY-1D, 3xSPG-62, AEGIS Combat System, MK99 FCS	Options 1-10
ASUW system alternative	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms	Option 1 (DDG-51): SPS-67, SPS-64, MK 160/34 GFCS, Harpoon WCS SWG-1, Small Arms	Options 1-4
ASW system alternative	Option 2 (DDG-51/DDX3&4): SQS-53C, SQR-19 TACTAS, Nixie, 2xMK 32 Triple Tubes, SQQ 89	Option 8 (DDX-7): SQS-56, Nixie, 2xMK 32 Triple Tubes, SQQ 89	Option 8 (DDX-7): SQS-56, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS	Option 3 (DDX-2): SQS-53C, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS	Option 3 (DDX-2): SQS-53C, Nixie, 2xMK 32 Triple Tubes, SQQ 89 FCS	Options 1-9
NSFS system alternative	Option 1: 5” 54 gun	Option 2: 76mm gun	Option 2: 76mm gun	Option 1: 5” 54 gun	Option 1: 5” 54 gun	Options 1-2
CCC system alternative	Option 2: DDG 51	Option 2: DDG 51	Option 1: CG 47	Option 1: CG 47	Option 1: CG 47	Options 1-5
Signal and electronic warfare system alternative	Option 2: SLQ-32-V2, MK 36 SRBOC	Option 1: SLQ-32-V3, MK 36 SRBOC	Option 1: SLQ-32-V3, MK 36 SRBOC	Option 2: SLQ-32-V2, MK 36 SRBOC	Option 1: SLQ-32-V3, MK 36 SRBOC	Options 1-2
LAMPS/helo system alternative	Option 2: LAMPS haven (flight deck)	Option 1: Embarked LAMPS w/Hangar	Option 1: Embarked LAMPS w/Hangar	Option 1: Embarked LAMPS w/Hangar	Option 1: Embarked LAMPS w/Hangar	Options 1-3
Self-Defense Systems	Option 2: 2xCIWS	Option 2: 2xCIWS	Option 3: 1xCIWS	Option 2: 2xCIWS	Option 3: 1xCIWS	Options 1-3
Guided Missile Launching System alternative	Option 2 (DDX5-7/DDG-51) MK 41 VLS 96 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher	Option 4 (DDX 4) MK 41 VLS 64 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher	Option 2 (DDX5-7/DDG-51) MK 41 VLS 96 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher	Option 2 (DDX5-7/DDG-51) MK 41 VLS 96 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher	Option 4 (DDX 4) MK 41 VLS 64 cell, AN/SWG-3A Tomahawk WCS, MK 141 Harpoon Box Launcher	Options 1-7

CONCLUSIONS

DDG-51 is an excellent design. DDG-51 Concept Design lasted more than three years (or 10 years with DG-AEGIS) with multiple panels and executive boards periodically reviewing the proposed alternatives, and yet at no time could there be rational confidence that a particular design was non-dominated. It was a painful and costly birth. Without quantified estimates of cost, risk and effectiveness, it is difficult defend rational selections against political and other considerations. The process used in this case study provides a consistent format and methodology for multi-objective decisions based on dissimilar objective attributes, specifically effectiveness, cost and risk. Mission effectiveness, cost and risk cannot logically be combined as in commercial decisions, where discounted cost can usually serve as a suitable single objective. Multiple objectives must be presented separately, but simultaneously, in a manageable format for trade-off and decision-making. This process also provides an efficient and robust method to search the design space for optimal concepts.

DDG-51 and theoretically superior designs were identified by this study with a modest effort and rational process. Cases for options such as an embarked LAMPS and helo hangar, lower risk energy-saving propulsion alternatives like CODAG, smaller sonar, 64 vice 96 VLS cells, and greater hull length could be made much more effectively given this framework. We have the systems engineering tools today to make this a rational vice political process. They are already being used in other fields throughout industry. It is time for us to change.

REFERENCES

- Baskerville, CDR James and Quandt, Dr. Earl and Donovan, Michael (1984), "Future Propulsion Machinery Technology for Gas Turbine Powered Frigates, Destroyers and Cruisers", *Naval Engineers Journal*, March 1984.
- Belton, V. (1986), "A comparison of the analytic hierarchy process and a simple multi-attribute value function", *European Journal of Operational Research*.
- Brown, A.J., Thomas, M. (1998), "Reengineering the Naval Ship Concept Design Process", From Research to Reality in Ship Systems Engineering Symposium, ASNE.
- Brown, A.J., Salcedo, J. (2003), "Multiple Objective Genetic Optimization In Naval Ship Design", *Naval Engineers Journal*, Vol. 115, No. 4, pp. 49-61.
- Brown, A.J. (2005), AOE 4065 Ship Design Course Notes, Aerospace and Ocean Engineering, Virginia Tech.
- Brown, A.J. and Demko, D. (2006), "Application and Validation of an Overall Measure of Effectiveness for Multi-Objective Optimization in Naval Ship Design", paper to be presented at Ships and Ship Systems (S3) Technology Symposium, NSWC Carderock, September, 2006.
- Demko, Daniel (2005), "Tools for Multi-Objective and Multi-Disciplinary Optimization in Naval Ship Design", MS Thesis, Department of Aerospace and Ocean Engineering, Virginia Tech.
- Hattenford, John (2004), "The Evolution of the Navy's Maritime Strategy, 1977-1986", Naval War College Newport Papers.
- Mierzwicki, T. (2003), "Risk Index for Multi-objective Design Optimization of Naval Ships", MS Thesis, Department of Aerospace and Ocean Engineering, Virginia Tech.
- Mierzwicki, T., Brown, A.J. (2004), "Risk Metric for Multi-Objective Design of Naval Ships", *Naval Engineers Journal*, Vol. 116, No. 2, pp. 55-71.
- NAVSEA (1985), "DDG-51 Preliminary Design History", Naval Sea Systems Command, June 1984, revised August 1985.
- Phoenix Integration (2004) – Model Center Software.
- Riddick, Rod (2003), "The AEGIS Shipbuilding Program", www.jjma.com/documents/features/news/aeigs.htm.
- Saaty, T.L. (1996), *The Analytic Hierarchy Process*, RWS Publications, Pittsburgh.
- Salcedo, Juan (1999), "Selecting Optimum Parameter Values For Pareto-Genetic Optimization Of Complex Systems", Master of Science Thesis, Virginia Tech, December.
- Schaffer, Rodger, Byers, David and Slager, John (1983), "Towards an Improved Hull Form Design Methodology," *Naval Engineers Journal*, May 1983.

- SEA 00D (1981), Memorandum, "NAVMAT DDGX Study Group 1978-1981." Destroyer/Frigate Design Materials, 1980-2000.
- SEA 00D (1980), Memorandum, "CNO DDX Study report 1978-1980", Destroyer/Frigate Design Materials, 1980-2000.
- Shahak, Shmuel (1998), "*Naval Ship Concept Design: an Evolutionary Approach*", Master's thesis, Department of Ocean Engineering, Massachusetts Institute of Technology.
- Stocker, John (1981), "Destroyers for the Future: Background and Analysis of the DDGX Acquisition Progress", Congressional research Study. December, 1981.
- United States General Accounting Office (1986), "DoD Acquisition: Case Study of the Navy DDG-51 Guided Missile Destroyer Program".

Contact:

Dr. Alan Brown
NAVSEA Professor of Ship Design
CAPT USN(ret)

Department of Aerospace and Ocean Engineering
215 Randolph Hall
Virginia Polytechnic Institute and State University
Blacksburg, VA 24061

(540) 231-4950
Fax (540) 231-9632
email brown@aoe.vt.edu

<http://www.aoe.vt.edu/>

Dr. Alan Brown, Capt USN (ret) is currently Professor, Department of Aeronautics and Ocean Engineering, Virginia Tech. He was Professor of Naval Architecture, and directed the Naval Construction and Engineering Program at MIT from 1993 to 1997. As an Engineering Duty Officer he served in ships, fleet staffs, shipyards, NAVSEA and OPNAV. While at MIT and since retirement he has served as technical advisor to US delegations at the International Maritime Organization (IMO) in tanker design, oil outflow, intact stability, damaged stability and tanker risk. He is chairman of the SNAME Ad Hoc Panel on Structural Design and Response in Collision and Grounding, a member of the SNAME Ship Design Committee and SNAME Panel O-44, Marine Safety and Pollution Prevention. He is a past Northeast Regional Vice President of SNAME, a past member of the ASNE Council and Past Chairman of the New England Section of SNAME. He received a PhD in Marine Engineering from MIT in 1986.

Justin Stepanchick received his B.S. in Ocean Engineering at Virginia Tech in 2006. During his tenure at Virginia Tech, he spent three co-op terms at Northrop Grumman Newport News. Two of his terms were in the Naval Architecture division performing weights and damage control stability reports, the other term was spent in the Nuclear Test Fittings division. He is a co-author of "A FIXED-MOVABLE COMBINATION CONTROL SYSTEM FOR A HUMAN-POWERED SUBMARINE" published by Oceans 2003. He is the current 2005-2006 Chairman of the Virginia Tech section of SNAME and an ASNE scholarship winner. In December 2004, he was accepted in the Nuclear Propulsion Officer Candidate community with intent on going submarines.