

Therefore we tentatively propose to construct five new ASR's over the next few years. These new ASR's will have catamaran (i.e., twin) hulls and provide much greater deck space, including a helicopter platform, and better sea-keeping qualities than the present ships. They will be capable of operating two rescue submersibles and supporting divers at greater depths for prolonged periods. We are requesting \$17.7 million for the ASR in fiscal year 1968.

In addition to the 10 ASR's, which we plan to maintain throughout the period, the submarine direct support force includes six submarine tenders (AS) and nine auxiliary submarines (AGSS). Two new submarine tenders are tentatively scheduled to be constructed in future years.

*ASW escorts.* The requirement for ASW escorts can be met by several different types of ships most of which are also capable of performing other missions such as patrol, fire support and antiair warfare. In planning for our future ASW escort forces, all ships with an ASW capability are taken into account. However, only the destroyer types without a SAM capability are included under the ASW category; the SAM ships will be discussed later.

Two years ago we proposed a phased replacement program for the destroyer escort force. In accord with that plan, \$298 million has been included in the fiscal year 1968 request for 10 more of these ships.

With respect to the years beyond fiscal year 1968, it now appears that substantial construction and operating economies could be achieved with a newly designed ship (tentatively designated the DX) employing the "total package" procurement concept and a large multiyear buy. It may also be possible to use the same approach and the same or a similar design for a new class of guided missile ships (tentatively designated the DXG.) Accordingly, we propose to initiate a new program which would provide for:

- Standardized design and serial production of a sizable quantity of identical ships in order to minimize total procurement cost.

- Incentive to the contractor to design a highly automated ship requiring minimum manning in order to reduce operating costs.

- Standardization in order to reduce logistic support costs.

- Possible standardization/integration of the DX and DXG in order to maximize further advantages of standardization and serial construction (e.g., both ships might have the same hull and differ only in their weapon systems, or perhaps their hulls could have common bow and stern sections with separate mid-sections for each type).

- Possible use of modular design concepts so that major components (e.g., specific weapon systems) could be installed and removed *en bloc*, facilitating both repair and future modernization.

We have included \$30 million in the fiscal year 1968 budget to initiate concept formulation and contract definition of the DX/DXG. At the conclusion of the contract definition phase the entire program will be reevaluated in the light of the detailed designs and cost estimates which result.

We are also continuing to improve the SQS-23 sonars on most of the earlier DE's and on a large number of DD's, guided missile destroyers (DDG's), and cruisers (CG/CGN's). About \$18 million was programmed for this purpose in fiscal year 1966, about \$11 million