

Inland Construction Operations

WLICs—13 total—construct, repair, and maintain fixed aids to navigation (ATON) within inland waterways. The WLIC is the only Coast Guard platform with the capability to drive and remove piles, erect towers, and effect major structural repairs.



WLICs such as Coast Guard Cutter Smilax usually carry 20 to 30 pilings on each discrepancy response trip to replace ATON destroyed by natural disasters, damage from ships, or erosion over time.



Single piles are used to mount ATON that mark narrow channels utilized by commercial and recreational boats.



A WLIC recovers a damaged single-pile structure and associated ATON equipment.

A WLIC recovers a damaged ice structure on the James River presenting a hazard to vessels. The cutter's crane uses multiple whips to lift and maintain a load.



A WLIC recovers a damaged tower after a natural disaster.

A WLIC uses its single-piston diesel hammer to rebuild a single-pile wood structure.



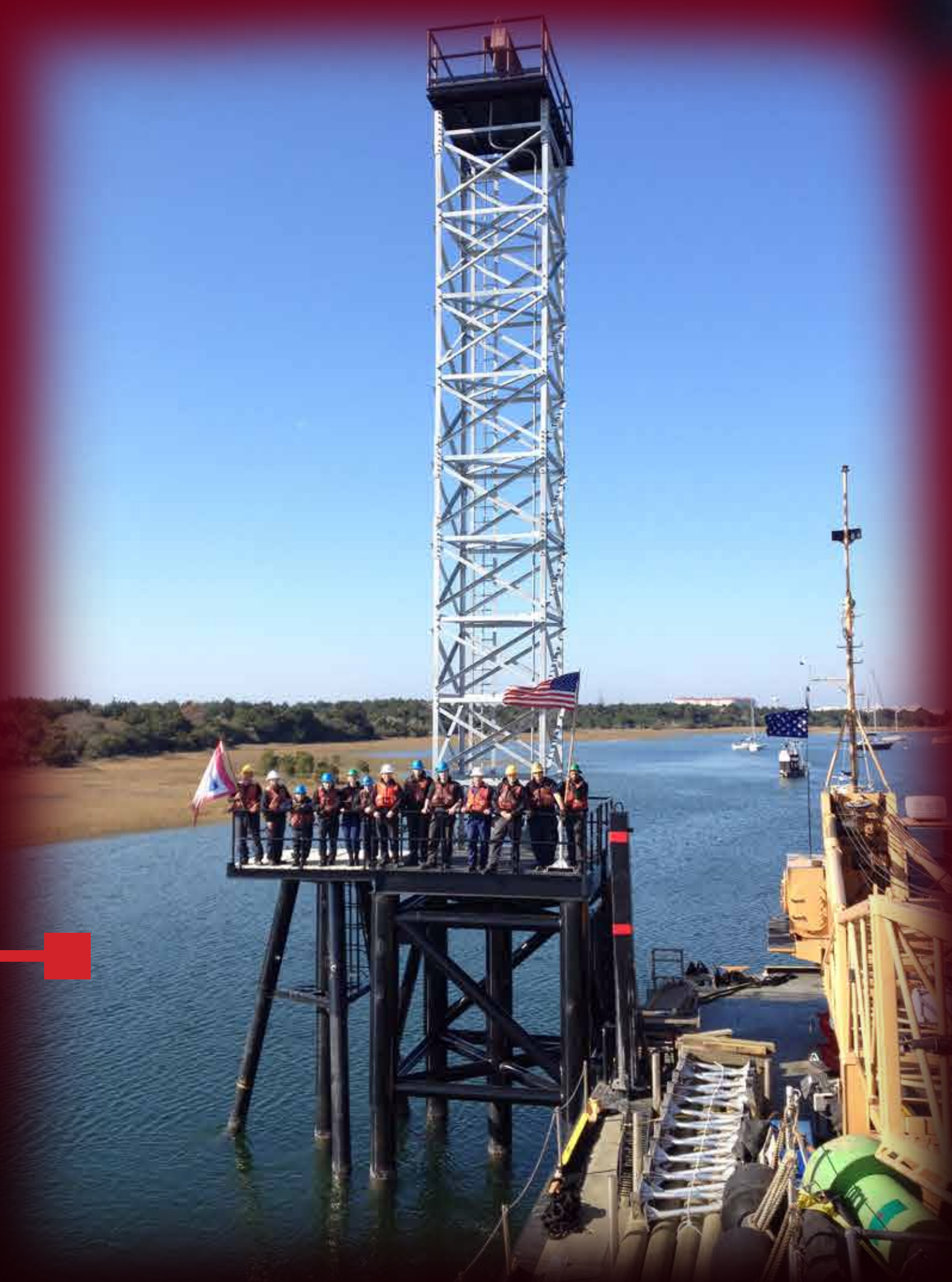
The WLIC's single-piston diesel hammer has the ability to punch pilings at an angle, as needed on ice structures like this one on the James River.



Crewmembers finish a single-pile wood structure, which serves as an ATON for commercial traffic to enter busy ports.



A completed multi-pile range structure holds a tower up to 50 feet tall and guides mariners by marking the center of major shipping channels.



WLICs construct steel structures reinforced by multi-pile platforms to survive ice conditions.

