

# IN-SERVICE VESSEL SUSTAINMENT PROGRAM



Acquisition  
Directorate

## CURRENT PROJECTS

- Service life extension project for the 140-foot icebreaking tugs, to restore mission readiness and extend the service life of this nine-cutter fleet by approximately 15 years. Work includes repair of corroded and damaged hull plating, structural refurbishment, and replacement of unsupportable or maintenance-intensive equipment. Project started in July 2014; renovation on the ninth and final tug began in June 2019.
- Service life extension program for Coast Guard Cutter Polar Star will occur in a five-year phased production between 2021 and 2025. Polar Star is a 399-foot cutter, the service's only active heavy polar icebreaker, which was commissioned in 1977. When completed, the SLEP effort will recapitalize a number of major systems and extend the service life of the cutter until the second polar security cutter is operational.
- Major maintenance availability for the 225-foot seagoing buoy tenders, to ensure the 16 vessels in the class achieve the full 30-year designed service life. Work includes completion of hull and structural repairs and replacement of obsolete, unsupportable, or maintenance-intensive equipment, including updates to machinery control system, propellers and HVAC systems. Project started in July 2015.
- Service life extension program for the 270-foot famous-class medium endurance cutters involves targeted system replacement to address system reliability, supportability, obsolescence and interoperability. This work will include upgrades or replacements to the electrical power generation and distribution system as well as the main propulsion engines. Additionally, a new gun weapons system will replace unsupported combat weapons systems. The mission is to facilitate continued operations during transition to the offshore patrol cutter by extending service life of 270-foot cutters for up to 10 years. Production work is scheduled to begin in 2023.

For updates on ISVS, visit the program's website at <https://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/In-Service-Vessel-Sustainment-Program/>

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Coast Guard Cutter Oak (WLB 211)



## PROGRAM DESCRIPTION

In-Service Vessel Sustainment is the Coast Guard's strategic class-by-class evaluation of its vessels to determine what major maintenance and upgrades are necessary for them to reach or extend their service lives.

As vessels age, systems become obsolete and the cost and time spent on maintenance becomes prohibitive. The Coast Guard has determined that strategic major maintenance and recapitalization can improve reliability of its vessels and help control maintenance costs as well as increasing time spent underway, conducting missions. If necessary, additional work can be completed to allow vessels to operate efficiently past their service life until replacements are procured.

Systematic evaluation of Coast Guard surface assets and creation of a recurring Acquisition Construction and Improvement funding stream through ISVS provides a cost-effective way to ensure the service has the surface assets necessary to complete its missions. A cutter capital asset management plan, which lays out a system of evaluative criteria, was developed to prioritize cutter classes to be included in the ISVS program.

The ISVS program consists of two kinds of projects:

- Service life extension project – Addresses specific systems and major maintenance to extend the service life of the vessel beyond the original design service life. The ISVS program is the successor of the Mission Effectiveness Project, which

replaced systems on the 110-foot Island-class patrol boats and the 210-foot and 270-foot medium endurance cutters to extend their operational lives until their replacement by fast response cutters and offshore patrol cutters. All ISVS program work is performed using the most cost-effective option to meet cost and schedule requirements. All current ISVS work is performed by the Coast Guard at the Coast Guard Yard in Curtis Bay, Maryland. The yard demonstrated its ability to efficiently plan and execute major ship overhaul projects during MEP.

- Major maintenance availability – A planned life-cycle event for targeted work and recapitalization of obsolescent/unsupportable systems, it is necessary for the cutter to achieve its design service life. MMAs facilitate the ease of fleet maintenance and the availability for missions during a cutter's later years of service. Shifts in the cutter's homeport and assigned crew are considered in the planning process.

Mission execution begins *here*.