



Coast Guard Cutter Eagle arrived at the Coast Guard Yard in Curtis Bay, Maryland, Aug. 31 to begin the second phase of a four-year service life extension project. Phase 2 renovations will include an overhaul of Eagle's berthing, mainmast inspection and lead coating abatement. U.S. Coast Guard photo by Dottie Mitchell.

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## **Acquisition Update: In-Service Vessel Sustainment Program Expands; Eagle Returns For Phase 2 Of Renovations**

Sept. 22, 2015

The Coast Guard began work to extend the service life of the 140-foot icebreaking tug Bristol Bay Sept. 1 and started phase 2 of the service life extension work for Coast Guard Cutter Eagle, the Coast Guard's sail training ship, Sept. 2 at the Coast Guard Yard in Curtis Bay, Maryland. Work on both ships is part of the In-Service Vessel Sustainment program.

Eagle's service life extension project is divided into four phases, one per year, to ensure the cutter's availability for summer sail training sessions. When complete, the renovations will help keep Eagle, which was built in Germany in 1936, in service for an additional 15 years. Phase 1 ran from September 2014 to May 2015. Work on Eagle this year will include hazardous material determination; an overhaul of crew living spaces, including lead coating abatement; mainmast inspection; and replacement of the ship's air ports, the round windows on the side of the hull.

Bristol Bay is the third icebreaking tug to begin its SLEP. Coast Guard Cutter Morro Bay entered the yard in June 2014; work was completed in August 2015. Coast Guard Cutter Penobscot Bay began its SLEP in February 2015. Service life extension work on the icebreaking tugs – which will extend the tugs' lives by 15 years – includes upgrades to

propulsion and electrical systems, replacement of the boat-launching davit, and habitability improvements.

The ISVS program also includes renovation of the 225-foot seagoing buoy tenders scheduled as part of midlife maintenance availabilities; work on this class started July 1 with Coast Guard Cutter Oak. Updates to the machinery control system, HVAC systems and propellers; an overhaul of the deck equipment and weight handling gear; topside preservation; and a stability assessment will be completed. The 16 tenders in the class were commissioned from 1996 to 2004; their MMAs are designed to enhance operational capabilities during the remainder of the vessels' 30-year service lives. The MMA for the next tender, Coast Guard Cutter Willow, is scheduled to begin in May 2016.