



Coast Guard Cutter Eagle arrives in the Baltimore area for phase 3 of its service life extension project, which began Sept. 20, 2016, at the Coast Guard Yard in Curtis Bay, Maryland. U.S. Coast Guard photo.

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### **Acquisition Update: In-Service Vessel Sustainment Program Continues Progress**

Sept. 28, 2016

The Coast Guard began phase 3 of the service life extension work on Coast Guard Cutter Eagle at the Coast Guard Yard in Curtis Bay, Maryland, Sept. 20 as part of the In-Service Vessel Sustainment program, which improves the reliability and manages operating costs of older ships.

The Coast Guard divided the service life extension work on Eagle, the service's three-masted sail training ship, into four phases to ensure the cutter's availability for summer sail training sessions. Among other renovations, the ship will undergo hull plate renewal, continued lead coating abatement and habitability improvements in phase 3. Completion of this phase is scheduled for spring 2017.

The previous phase of Eagle's SLEP took place from September 2015 to March 2016. Work during this phase included hazardous material determination; continued berthing area renovations, including lead coating abatement; and an upgraded 110-volt electrical panel and wiring. Phase 2 also included a mainmast inspection.

In addition to the work on Eagle, the ISVS program continues to make progress on efforts to enhance effectiveness and extend service lives of other cutter classes. Work on the cutter Neah Bay, the fourth of nine 140-foot icebreaking tugs to enter the program, began May 31. The service life extension work on these tugs includes replacement of the boat-launching davit, habitability improvements and upgrades to propulsion and electrical systems. The program will extend the service lives of the 140-foot icebreaking tugs,

which entered service in the 1970s, by 15 years.

The Coast Guard is nearing completion of a midlife maintenance availability for the first of 16 225-foot seagoing buoy tenders, Oak. The cutters entered service in the mid-1990s and are scheduled for a 30-year service life. The MMA work will facilitate this goal by updating the cutters' machinery control system, HVAC systems, deck equipment and weight handling gear and by completing topside preservation efforts. The MMA work also facilitates fleet maintenance and improves operational availability by addressing the structural assessment concerns identified by the Naval Sea Systems Command.