

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. Planned work includes repair of corroded and damaged hull plating, structural refurbishment, and replacement of unsupportable or maintenance-intensive equipment. Project started in July 2014.
- Service life extension project for Coast Guard Cutter Eagle, to extend the service life of individual systems on the Coast Guard's sail training ship by 15 years. This project will be carried out in four phases so the ship can remain available for its summer training missions each year. Project started in September 2014; the first two phases are complete.
- Midlife 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. Planned 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 project for the 47-foot motor lifeboats, to reduce support costs and improve operational availability. The program will renew the propulsion, electrical, steering, towing, navigation and hull/structural systems, among other work. This project is currently in the design phase.

For updates on ISVS, visit the program's website at
<http://www.uscg.mil/acquisition/isvs/>

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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 through their service lives. 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 three kinds of projects:

- Mission effectiveness project – Has four major objectives: sus-

tainment of capabilities; replacement of obsolete, unsupportable or maintenance-intensive equipment; completion of major maintenance; and standardization of configuration items.

- Midlife maintenance availability – Facilitates fleet maintenance and increases each cutter's availability for its operational commander during the second half of the design service life.
- 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.

Mission execution begins [here](#).