

ORDER FOR SUPPLIES OR SERVICES

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

1. DATE OF ORDER 09/19/2012		2. CONTRACT NO. (If any)		6. SHIP TO:			
3. ORDER NO. DTMA-92-P-2012-0088		4. REQUISITION/REFERENCE NO. MA-PR615-20120964		a. NAME OF CONSIGNEE TS KENNEDY			
5. ISSUING OFFICE (Address correspondence to) U.S.DOT/ Maritime Administration Atlantic Div. Acquisition Office MAR-380-2 7737 Hampton Blvd Building 19 Suite 300 NORFOLK VA 23505-1204				b. STREET ADDRESS Massachusetts Maritime Academy 101 Academy Drive		c. CITY Buzzards Bay	
7. TO: a. NAME OF CONTRACTOR LIGHTSHIP GROUP, LLC, THE (DUNS #0423640643) dba: ASK Services				f. SHIP VIA		e. ZIP CODE 02532	
b. COMPANY NAME				8. TYPE OF ORDER			
c. STREET ADDRESS 606 TEN ROD RD UNIT 6				<input checked="" type="checkbox"/> a. PURCHASE REFERENCE YOUR: Price Quote Dated 9/17/2012 Please furnish the following on the terms and conditions specified on both sides of this order and on the attached sheet, if any, including delivery as indicated.		<input type="checkbox"/> b. DELIVERY Except for billing instructions on the reverse, this delivery order is subject to instructions contained on this side only of this form and is issued subject to the terms and conditions of the above-numbered contract.	
d. CITY NORTH KINGSTOWN		e. STATE RI		f. ZIP CODE 02852-4222			
9. ACCOUNTING AND APPROPRIATION DATA See Schedule				10. REQUISITIONING OFFICE DIV. of ATLANTIC OPERATIONS			
11. BUSINESS CLASSIFICATION (Check appropriate box(es))						12. F.O.B. POINT	
<input checked="" type="checkbox"/> a. SMALL <input type="checkbox"/> b. OTHER THAN SMALL <input type="checkbox"/> c. DISADVANTAGED <input type="checkbox"/> d. WOMEN-OWNED <input type="checkbox"/> e. HUBZone <input type="checkbox"/> f. SERVICE-DISABLED VETERAN-OWNED <input type="checkbox"/> g. WOMEN-OWNED SMALL BUSINESS (WOSB) ELIGIBLE UNDER THE WOMEN-OWNED SMALL BUSINESS PROGRAM <input type="checkbox"/> h. ECONOMICALLY DISADVANTAGED WOMEN-OWNED SMALL BUSINESS (EDWOSB)						Destination	
13. PLACE OF			14. GOVERNMENT B/L NO.		15. DELIVER TO F.O.B. POINT ON OR BEFORE (Date)		16. DISCOUNT TERMS
a. INSPECTION Destination		b. ACCEPTANCE Destination					

17. SCHEDULE (See reverse for Rejections)

ITEM NO. (a)	SUPPLIES OR SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	The purpose of this purchase order is for the provision of all labor and materials required for the removal and replacement of doors and frames onboard the T.S. KENNEDY in accordance with the attached Statement of Work. Continued ...					

SEE BILLING INSTRUCTIONS ON REVERSE	18. SHIPPING POINT		19. GROSS SHIPPING WEIGHT		20. INVOICE NO.		17(h) TOTAL (Cont. pages)	
	21. MAIL INVOICE TO:							
	a. NAME MARAD A/P INVOICES						\$63,600.00	17(i) GRAND TOTAL
	b. STREET ADDRESS (or P.O. Box) P.O. BOX 25710						\$63,600.00	
c. CITY OKLAHOMA CITY		d. STATE OK		e. ZIP CODE 73125				

22. UNITED STATES OF AMERICA BY (Signature) 				23. NAME (Typed) Monique Leake TITLE: CONTRACTING/ORDERING OFFICER			
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**ORDER FOR SUPPLIES OR SERVICES
SCHEDULE - CONTINUATION**

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER 09/19/2012	CONTRACT NO.	ORDER NO. DTMA-92-P-2012-0088
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ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
	Admin Office: U. S. DOT Maritime Administration Atlantic Div. Acquisition Office MAR-380.2 7737 Hampton Blvd Building 19 Suite 300 Norfolk VA 23505-1204 Accounting Info: 70X1750SMR.2012.120SMP1070.0000160000.26730. 61006600 Period of Performance: 09/19/2012 to 11/30/2012					
0001	Procure the doors as indicated in the attached SOW and references. (Not Separately Priced)	1	LS			
0002	Door # W3, UPPER DECK WEATHER DECK/PASSAGE, 2'-6" OCL (P) FR 110				5,137.00	
0003	Door # W4, UPPER DECK WEATHER DECK/PASSAGE, 13-6" OCL (P) FR 145				5,137.00	
0004	Door # W7, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD ON CL, FR 91				5,367.00	
0005	Door # W8, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD ON CL, FR 93				5,367.00	
0006	Door # W9, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD 13'-6" OCL (S) 91				5,367.00	
0007	Door # W10, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD 13'-6" OCL (S) 93				5,367.00	
0008	Door removal and installation in accordance with the SOW and attached ref. (Not Separately Priced) Continued ...	1	LS			

TOTAL CARRIED FORWARD TO 1ST PAGE (ITEM 17(H))

\$31,742.00

**ORDER FOR SUPPLIES OR SERVICES
SCHEDULE - CONTINUATION**

IMPORTANT: Mark all packages and papers with contract and/or order numbers.

DATE OF ORDER 09/19/2012	CONTRACT NO.	ORDER NO. DTMA-92-P-2012-0088
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ITEM NO. (a)	SUPPLIES/SERVICES (b)	QUANTITY ORDERED (c)	UNIT (d)	UNIT PRICE (e)	AMOUNT (f)	QUANTITY ACCEPTED (g)
0009	Door # W3, UPPER DECK WEATHER DECK/PASSAGE, 2'-6" OCL (P) FR 110				4,843.00	
0010	Door # W4, UPPER DECK WEATHER DECK/PASSAGE, 13-6" OCL (P) FR 145				4,843.00	
0011	Door # W7, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD ON CL, FR 91				4,843.00	
0012	Door # W8, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD ON CL, FR 93				4,843.00	
0013	Door # W9, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD 13'-6" OCL (S) 91				4,843.00	
0014	Door # W10, BOAT DECK WEATHER DECK/STAIR TOWER, LG BHD 13'-6" OCL (S) 93				4,843.00	
0015	SUPPLEMENTAL LABOR	20	HR	90.00	1,800.00	
0016	SUPPLEMENTAL MATERIAL				1,000.00	
	<p>In order for an invoice to be processed for payment, it must include your Federal ID Number, Purchase Order Number, and Invoice Number. Without these numbers, your invoice will be returned and payment will be delayed.</p> <p>The total amount of award: \$63,600.00. The obligation for this award is shown in box 17(i).</p>					
TOTAL CARRIED FORWARD TO 1ST PAGE (ITEM 17(H))					\$31,858.00	

STATEMENT OF WORK (SOW)

U.S. DOT - MARITIME ADMINISTRATION TRAINING SHIP "KENNEDY"

REPLACE THE EXISTING DOORS AND DOOR FRAMES DESCRIBED BELOW AND BY REFERENCE ONBOARD TS KENNEDY WITH A NEW CONTRACTOR FURNISHED STAINLESS STEEL DOORS AND FRAMES



8/6/2012

TRAINING SHIP KENNEDY

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GENERAL PROVISIONS

Note: This GENERAL section applies to all ITEMS within this SOW and therefore is Not Separately Priced. To the extent that efforts to comply with the requirements stated in this GENERAL section present a cost impact, the cost is to be allocated to the priced ITEMS

ABBREVIATIONS/DEFINITIONS

As used throughout this statement of work, the following terms and abbreviations shall have the meaning stated:

<u>ABS</u>	American Bureau of Shipping
<u>ANSI</u>	American National Standards Institute
<u>ASME</u>	American Society of Mechanical Engineers
<u>CFR</u>	Code of Federal Regulations substitute for (USCG Requirements)
<u>CONTRACTOR</u>	Contractor (same as YARD or SHIPYARD if applicable)
<u>CONTRACT</u>	Construction Contract between the Owner and the Contractor including these Specifications and the accompanying Contract Drawings. These Specifications are "senior" to Drawings in cases of potential conflict.
<u>CRESS</u>	Stainless steel (Grade should be specified)
<u>COTR</u>	Contracting Officer's Technical Representative is responsible for monitoring the contractor's progress in fulfilling the technical requirements specified in the contract. The COTR ensures that all required documentation and data are

TRAINING SHIP KENNEDY

submitted in accordance with the procurement deliverable schedule. Should the contractor fail to fulfill the contractual requirements, the COTR must inform the contractor of such failure. The COTR informs the contracting officer of any technical or contractual problems or delays. The COTR maintains administration records, approves invoices and performs final inspection and acceptance of work performed under the contract. The COTR is not authorized to make any commitments or obligations on behalf of the government. The COTR may not grant the contractor permission to deviate from the requirements stated in the contract, nor direct the contractor to perform any work outside that stated in the contract.

DWG or DWGS

Contract Drawing or Drawings

EOS

Engineer's Operating Station

GF

Government Furnished

GFE

Government Furnished Equipment

LT

Long Ton (2240 LBS) All weights in this Specification are expressed in LT or pounds

MARAD

Maritime Administration, U.S. Department of Transportation

MAY

This word, or the adjective "OPTIONAL", mean that an item is truly optional. One vendor may choose to include the item because a particular marketplace requires it or because the vendor feels that it enhances the product while another vendor may omit the same item.

MUST

This word, or the terms "REQUIRED" or "SHALL", mean that the definition is an absolute requirement of the specification.

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MUST NOT This phrase, or the phrase "SHALL NOT", mean that the definition is an absolute prohibition of the specification.

OWNER U.S. Department of Transportation
Maritime Administration
West Building
1200 New Jersey Avenue, SE
Washington, DC 20590

QA Quality Assurance

SEAL WELD Structure which is double continuously welded.

SHOULD This word, or the adjective "RECOMMENDED", mean that there may exist valid reasons in particular circumstances to ignore a particular item, but the full implications must be understood and carefully weighed before choosing a different course.

SHOULD NOT This phrase, or the phrase "NOT RECOMMENDED" mean that there may exist valid reasons in particular circumstances when the particular behavior is acceptable or even useful, but the full implications should be understood and the case carefully weighed before implementing any behavior described with this label.

SPECIFICATION The specification is an explicit set of requirements to be satisfied by a material, product, or service.

STATEMENT OF WORK (SOW)

TRAINING SHIP KENNEDY

A statement of work (SOW) is a formal document that captures and defines the work activities, deliverables and timeline a Contractor will execute against in performance of specified work for the OWNER. In this document the Specification is generally synonymous with the words statement of work (SOW)

USCG (CG)

United States Coast Guard

VESSEL

T/S Kennedy

YARD

Contracting Shipyard as applicable (same as CONTRACTOR)

EXPANDED DEFINITIONS

GOVERNMENT FURNISHED

All equipment herein specified as GOVERNMENT FURNISHED (GF) or GOVERNMENT FURNISHED EQUIPMENT (GFE) is to be installed by the CONTRACTOR in such condition that it is completely serviceable under normal conditions of vessel operations. Such installations are to adhere to all applicable specifications of Regulatory Agencies and are to be to the satisfaction of the COTR. This includes, but is not limited to, the following:

1. Time and materials for assembly.
2. Time and materials for positioning and proper securing
3. Time and materials for connections of piping, wiring, etc.
4. Time and materials for operational testing

All equipment, which is not herein, specified as either GOVERNMENT FURNISHED (GF) or EXISTING shall be provided and installed as detailed above by the CONTRACTOR (CONTRACTOR).

CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE (COTR)

Contracting Officer's Technical Representative is responsible for monitoring the contractor's progress in fulfilling the technical requirements specified in the contract. The COTR ensures that all required documentation and data are submitted in accordance with the procurement deliverable schedule. Should the contractor fail to fulfill the contractual requirements, the COTR must inform the contractor of such failure. The COTR informs the contracting officer of any technical or contractual problems or delays. The COTR maintains administration records, approves invoices and performs final inspection and acceptance of work performed under the contract.

TRAINING SHIP KENNEDY

The COTR is not authorized to make any commitments or obligations on behalf of the government. The COTR may not grant the contractor permission to deviate from the requirements stated in the contract, nor direct the contractor to perform any work outside that stated in the contract.

GOOD SHIPBUILDING PRACTICE

The term "**good shipbuilding practice**" means construction practices, which are in accordance with soundly **engineered** and **approved processes**. These processes are to meet the requirements contained within this document of SPECIFICATIONS. Construction and testing shall conform to regulatory agency and industry accepted standards so as to ensure that the vessel will meet the general and particular design requirements.

QUALITY ASSURANCE

Inspections by the COTR are for the purpose of verifying the CONTRACTOR's **Quality Assurance Program**. COTR inspections are not to be used as a substitute for in-process control of quality by the CONTRACTOR.

SOLE SOURCE/BID SUBSTITUTIONS

It is not necessary to quote all material and equipment as "sole source" unless expressly stated in these Specifications. The CONTRACTOR will be permitted to submit bids containing substitutions as long as such substitutions are clearly stated and detailed. Any bid substitution must be **equal** to the specified model, must be sufficiently documented to prove equality, and must meet the performance requirements of the vessel.

The CONTRACTOR is responsible for all additional costs associated with proposed substitutions including, but not limited to, required engineering expenses. In this regard, the specifications herein are guidelines for minimum performance requirements. If those specifications are not offered by a particular manufacturer, product, or model, the CONTRACTOR will be expected to include a separate list of all discrepancies. Substituted manufacturers, products, or models will not be considered unless they have been demonstrated to be equal to or exceeding the quality, durability and design and the minimum performance functions of the specified equipment. Any proposed substitution must conform substantially to the specified requirements for the machinery and/or equipment.

CONFLICTS - SPECIFICATIONS/DRAWINGS

Where Specifications and Drawings are not in agreement, it is the responsibility of the CONTRACTOR to notify the COTR in writing that such a disagreement does exist and request resolution of same. Generally, the **Specifications** are to be considered senior to the **Contract Drawings**; **however**, there may be instances where, by mutual agreement, this priority may be reversed. Written notification, therefore, is essential and required.

INTENT AND GENERAL SPECIFICATION REQUIREMENTS

GENERAL

The primary purpose of this Statement of Work (SOW) is to accomplish the following:

TRAINING SHIP KENNEDY

1. Replace the existing doors and door frames described below and by reference onboard TS KENNEDY with a new contractor furnished stainless steel doors and frames.

Reference: DRW# 540TV-001-167-03, item # W3, W4, W7,W8,W9 and W10 for a total of (6) six contractor furnished doors.

ERRORS/OMISSIONS

In the event that there are found to be errors or omissions in these Specifications or in the accompanying Drawings that would have an adverse effect upon the completion of this contract and/or delivery to the OWNER of a product that is complete, functional, and seaworthy, the CONTRACTOR shall call attention to such errors or omissions in his **bid package**.

Minor design errors or omissions shall be properly addressed by the CONTRACTOR in the normal course of the contract performance. Major design errors or omissions shall be resolved by Change Orders.

SPECIFICATIONS IN EXCESS

Although the Drawings & Specifications contemplate a project, which will be completed in accordance with the requirements of the several regulatory bodies referred to herein, in certain respects the Contract Drawings and Specifications may be in excess of such requirements and must not be changed except on written approval of the OWNER (Reference Section 1.7).

If the CONTRACTOR is of the opinion that any aspect of the Specifications are so stringent, that his Company is unwilling or incapable of completing the Project within those parameters; it is the **CONTRACTOR's obligation** to provide **written** notification of such a conflict to the OWNER in his bid package. If such notification is not included with the bid package, it is held that the CONTRACTOR agrees with and will complete the project in compliance with the specifications as set forth.

MANUFACTURER'S REPS

Whether or not it is specifically stated in these Specifications, when it is required by the equipment manufacturer or by the specialized technical nature of the installation, and/or when work is outside the normal scope of the CONTRACTOR work force, the CONTRACTOR is to provide the services of Manufacturers' Reps for such assistance and expertise as is required for the development of the design for installation, on-line testing, calibration, adjustments, etc. of CONTRACTOR Furnished and GF equipment.

CERTIFICATION/DOCUMENTATION

The CONTRACTOR shall, in a timely manner, provide the OWNER with information and certifications as may be required for the re-documentation and re-certification of the vessel.

The latest amendments to all laws, regulations, rules and conventions, which are in force at the time of Bid Closing, are to be considered as part of the CONTRACT. Any amendment to such requirements or any new laws,

TRAINING SHIP KENNEDY

regulations, rules or conventions that come into force after Bid Closing, shall be treated as a change to the CONTRACT if not otherwise covered by these Specifications and Drawings.

GENERAL VESSEL DESCRIPTION

The TS Kennedy is a U.S. Government owned “Public Nautical School Ship” provided to the Massachusetts Maritime Academy for the purpose of training young men and women for a career in the U.S. Maritime Industry.

Name/ KENNEDY	Primary VIN/ 509652	Call/ KVMU	Flag/ US
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Alt VIN's	Type
509652	Official Number (U.S.)
6621662	IMO Number
6704200	ABS Number
1069	Hull Number
338919000	MMSI Number
11270	GMDSS

- | | |
|---|-------------------------------|
| a. Length overall | 536 ft-11 in |
| b. Breadth, molded | 76 ft 0 in |
| c. Depth, molded | 42 ft-6 in |
| d. Full Load Draft | 28 ft-6 in |
| e. Propulsion Plant | Steam Geared Turbines |
| f. Propulsion Rated BHP, Normal | 12,500 |
| g. Propulsion Rated BHP, Maximum | 15,500 |
| h. Fuel Consumption, Max Power | 594 Bbl/Day |
| i. Fuel Consumption, Normal Power | 490 Bbl/Day |
| j. Fuel Consumption, In Port | 40 Bbl/Day |
| k. Trial Speed, Normal HP @ 29'0" Draft | 20 Kts |
| l. Cruising Radius @ 20 Kts | 10,000 N. M. |
| m. Light Ship Weight: | 12,891.54 LT |
| n. With fixed ballast | 12,891.54 LT |
| o. Without fixed ballast | 8,540.29 LT |
| p. U.S. Gross Tonnage | 13,886 LT |
| q. U.S. Net Tonnage | 4,165 LT |
| r. Displacement, Full Load | 18,550.49 LT |
| s. Deadweight | 1,431 LT |
| t. Classification | ABS/USCG (Subchapter R) IMO & |

TRAINING SHIP KENNEDY

SOLAS

u. Class notation	Unrestricted service, ✕A1 E, ✕AMS, and applicable Passenger Vessel Rules
v. Fuel Oil Storage Capacity, 98% Full	11793.95 Bbls
w. Fuel Oil Settling Capacity, 98% Full	1472.72 Bbls
x. Diesel Oil – Emergency Generator Tank	896 Gallons
y. Fresh Water, 100% Full	31731 Gallons
z. Distilled Water, 100% Full	5730 Gallons
aa. Reserve Feed Water	38896 Gallons
bb. Lube Oil – Gravity, 100%	1234 Gallons
cc. Lube Oil – Storage, 100%	1314 Gallons
dd. SW Clean Ballast, 100% Full	998.36 Tons
ee. Permanent Fixed Ballast	3546 LT
ff. Liquid Mud Fixed Ballast, 100% Full	873.3 LT
gg. Heavy Fuel Oil (for Aux Diesel Gen)	4036 Gallons
hh. Diesel Oil (for Aux Diesel Gen)	971 Gallons
ii. Clean Lube Oil (for Aux Diesel Gen)	207 Gallons
jj. Sludge/Dirty Oil (for Aux Diesel Gen)	412 Gallons

DRAWING, CORRESPONDENCE, AND COMMUNICATION PROCEDURES

The CONTRACTOR shall provide the COTR with a copy of all correspondence relating to this design study, which the CONTRACTOR has with Regulatory Bodies, in particular, the ABS or USCG (MSC) Washington and the Local OCMI.

The CONTRACTOR shall invite the COTR to be present during all discussions relating to this design study, which he may have with the Representatives of Regulatory Bodies, in particular, with the Local ABS representative, OCMI or representatives of those offices.

These documents and discussions may include, but are not limited to, the design, construction of modules, ripouts, and relocations, installation of equipment and machinery, testing, sea trials, delivery, and operation of the vessel.

LAWS, CLASSIFICATION, RULES, REGULATIONS, STANDARDS, CERTIFICATES

COMPLIANCE

The vessel, as delivered, shall comply with the requirements of relevant State and Federal Regulatory Agencies. These shall include:

- USCG: 46 CFR Subchapter "R" PART 167—PUBLIC NAUTICAL SCHOOL SHIPS
- USPHS: Publication No.393, "Handbook on Sanitation of Vessel Construction"
- USCG: "International Rules of the Road"

TRAINING SHIP KENNEDY

- Institute of Electrical & Electronics Engineers Standards #45
- Federal Communications Commission
- Classification: ABS/USCG (Subchapter R) IMO & SOLAS
- Class notation: Unrestricted service, ✕A1 E, ✕AMS, and applicable Passenger Vessel
- SOALAS Passenger Ship
- Current MARPOL requirements

DOCUMENTATION

All necessary certifications and/or documents covering the approval of and indicating compliance with subject regulations shall be obtained by the CONTRACTOR and supplied to the OWNER.

SUBSEQUENT REGULATORY CHANGES

IF: CONTRACT changes are required by modifications or additions to the Laws or Regulations of the Commonwealth of Massachusetts, the United States, the Regulatory Agencies listed above, or any governmental body or board thereafter organized or created;

AND: Such changes require an increase or decrease in the cost of the project, and occur within a period of 30 days following the Bid Opening;

THEN: It is agreed by the CONTRACTOR and OWNER to re-negotiate the CONTRACT PRICE and/or DELIVERY DATE in light of such changes.

PROGRESS MEETINGS AND PROGRESS REPORT

A bi-weekly progress meeting shall be attended by the Contractor, COTR and the ship's Captain/Chief Engineer/Chief Mate to discuss individual ITEM and Delivery Order progress. A Progress Report shall be delivered to the COTR one day prior to the progress meeting. This report shall list each contract ITEM and Delivery Order, their awarded dollar value, the Contractor's estimate of their percent completion, and the resulting earned value (which will be the awarded amount x the percent completion). This Progress Report shall be examined by the COTR along with the Contractor's Production Chart. A percent completion shall be negotiated and the report signed for by both parties. This document shall be the ONLY document requiring signature of the COTR. In order to avoid conflicting and/or erroneous information, NO OTHER document delivered to the COTR (such as a condition report) which makes a statement regarding ITEM and/or Delivery Order progress and/or percent completion shall be signed as being agreed to by the COTR.

CONTRACT AND GUIDANCE DRAWINGS

GENERAL

The Contractor shall submit DWGS, permits or other correspondence required by regulation for review and approval. Submittals will commence upon signing a Contract with the successful bidder. The Contractor is tasked to keep the Owner and the operator apprised of the status of such submittals.

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EXISTING VESSEL INFORMATIONAL DRAWINGS

Existing vessel informational drawings are available from the Chief Engineer, and should be requested in writing if required; it should be understood that the vessel has been in service for a number of years and had a number of conversions bidders should be cautioned as the accuracy of the existing vessel drawings cannot be verified, bidders should be specific about what information they are seeking from the existing drawings. Requested drawings will be forward to all interested bidders. Drawings will be provided in electronic format when available. The OWNER does not warrant the accuracy of these plans and requires the CONTRACTOR to verify by physical ship check any and all of the existing plans prior to submitting their bid.

INTERFERENCES/ACCESS

The elimination of all equipment interferences; and the location or relocation of machinery, pumps, piping, wiring, ductwork and misc. equipment so that proper access for operation and maintenance can be readily achieved is the CONTRACTOR responsibility. It is essential that the CONTRACTOR is aware of his obligation in this regard. The CONTRACTOR is responsible to see that **ALL INSTALLATIONS** are arranged, constructed, and/or relocated in "good shipbuilding practice" and that they adhere to the requirements of the CFR. The CONTRACTOR and the COTR are mutually responsible for the maintenance of ongoing communications, inspections, and approvals as construction progresses.

HEADROOM

Clear headroom in accommodations, working, public spaces, passageways, and toilet and shower spaces shall be as high as possible but shall not be less than 7 feet 0 inches. Clear headroom under local points such as ducts, piping, lights, girders, etc. shall not be less than 6 feet 8 inches in the above spaces and will be the subject of individual, case by case, written approval from the COTR. In way of double berths, clear headroom (ceiling height) shall be not less than 7 feet 0 inches above the finished deck.

ACCESS & MAINTENANCE REQUIREMENTS

GENERAL

The structure and layout of any added machinery and equipment shall be designed and constructed to permit ready access to all parts for operation, inspection, maintenance and repair without removal or disturbance of other structure or equipment. Ladders, doors, manholes, scuttles, bolted plates, etc. shall be provided as required for access. If conversion structure or installations affect access to existing machinery and equipment, satisfactory steps shall be taken to re-route reasonable access.

VENDORS/SUBCONTRACTORS

ASBESTOS SUBCONTRACTOR

TRAINING SHIP KENNEDY

The CONTRACTOR shall, as part of this Contract, engage the services of a certified asbestos subcontractor (unless the CONTRACTOR has in-house capability) to remove and dispose of properly all asbestos removed or disturbed for the performance of this contract.

Note: The OWNER hereby informs the CONTRACTOR that the existing vessel does contain asbestos and that the CONTRACTOR is specifically required to provide certification that the CONTRACTOR is a certified asbestos abatement contractor or that the CONTRACTOR has engaged a certified asbestos abatement subcontractor.

VENDOR LISTING

The CONTRACTOR shall provide the COTR with a listing of major Vendors and Subcontractors being employed on the contract. The list shall include name; address; telephone and fax numbers; e-mail address; purchase order or contract number; and an equipment or service description. This list will be for the purpose of enabling the OWNER to effectively communicate with vendors and subcontractors working on the job and to give a baseline for the entry of the vessel as converted into the OWNER electronic contact system.

An initial Vendor/Contractor List shall be provided not more than 10 days after contract signing and shall be updated, as required, every 10 days thereafter over the course of the contract. At the OWNER request, the CONTRACTOR will make arrangements for the OWNER (at the OWNER expense) to visit the Vendor's or Subcontractor's facility for the purpose of quality assurance and/or testing.

ACCESS TO YARD/VESSEL/DOCUMENTS (IF APPLICABLE)

ACCESS TO YARD/VESSEL

The Government Representatives (COTR) shall be afforded access to the CONTRACTOR Shipyard, the COTR's offices, and the vessel 24 hours a day for the duration of the Contract and for a reasonable time after delivery or until such time as the vessel departs the CONTRACTOR facility for her home port (if applicable) .

ACCESS TO DOCUMENTS

The OWNER and/or COTR shall have ready access during normal working hours to all documentation concerning the vessel including but not necessarily limited to: Drawings; Specifications; Technical Information; Engineering Calculations; Schedules; Test & Inspection Reports; Relevant Subcontractor Documents; Regulatory Body Reports; Approvals; Recommendations; and the Contractor's Detailed Contract Estimate.

INSPECTIONS

GENERAL

All materials and workmanship shall be subject to inspection by the COTR, ABS, the USCG and other regulatory bodies having jurisdiction. All inspection and observation of tests by the COTR will be performed in such a manner as not to unnecessarily delay the contract work.

TRAINING SHIP KENNEDY

The COTR shall promptly approve all work and material conforming to the requirements of this Specification and shall promptly reject all work and materials, which do not conform. Such rejected work or material shall be satisfactorily corrected.

SCHEDULING & ATTENDANCE

The CONTRACTOR is responsible for scheduling and presenting all completed work for Acceptance Inspections and for giving written ADEQUATE NOTICE of 24 HOURS to the COTR and other required inspection agencies that such work is complete, has been passed by the CONTRACTOR QA, and is ready for such inspection. Inspections shall, when possible, be scheduled and accomplished during normal workdays on the CONTRACTOR day shift.

The COTR will make every effort to maintain communications with the parties involved and to report to the inspection site per agreed schedule. If the COTR is unable to keep the schedule, he shall notify the CONTRACTOR as soon as possible and reschedule for a mutually agreeable time. Failure of the COTR to attend an inspection does not constitute an acceptance of the work. Inspections by ABS, the Coast Guard or other agency do not eliminate these requirements for inspection and acceptance by the COTR.

PREPARATIONS

Work presented for inspection shall be complete in all respects, clean, free of debris, scrap, lines, welding wire ends and all temporary gear. Reasonable accommodations shall have been made for access, lighting, and fresh air supply in advance of the inspection party.

COVERINGS

Prior to the application/installation of paint, deck covering, insulation, sheathing, joiner work, ceilings, etc., all structure and weld that is to be covered will be given final inspection and will be signed off on by the COTR. It must be clearly understood by the CONTRACTOR that the COTR has the right and option to require removal of any or all coverings for inspection in areas that have not been previously inspected and passed. This requirement makes it essential that weekend and night shift foremen, for both CONTRACTOR and Subcontractors, be in close communication with the QA Department and Project Manager.

RE-INSPECTIONS

Any welding, burning, heat shrinking, etc. which is performed as rework, repair, or on change orders after an inspection has been completed, may require (at the COTR's option) the removal of any or all coverings for re-inspection of plate, welds, etc. This requirement will further emphasize the necessity of a formal QA Inspection process and the necessity for close communications between CONTRACTOR and COTR. An initial inspection in no way negates the requirement for re-inspection if an area is reworked in any manner.

COMPARTMENT COMPLETIONS

Living spaces, workspaces and control/machinery spaces shall be inspected and certified complete by the COTR and the CONTRACTOR representative. A compartment shall not be considered accepted until the inspection is complete, deficiencies are corrected, and the COTR and CONTRACTOR have signed off on the space. At this time, so far as is possible, the compartment shall be secured and no further work shall be conducted within the space unless approved by the mutual consent of the COTR and CONTRACTOR.

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The intent of the foregoing paragraph is to guarantee that the OWNER will receive, at delivery, a fully operational vessel which is immediately capable of entering service. Any pre-existing deficiencies not covered in these Specifications or Drawings will be subject to correction at the OWNER expense.

PROSECUTION OF WORK

STARTING DATE FOR PROJECTS

The Notification of Award will stipulate the date on which it is expected the Contractor will begin contract work and from which date contract time will be charged. No work shall begin on the project until the contract has been fully executed.

SCHEDULE REQUIREMENTS

The COTR will independently review the initial schedule, and then meet with the Contractor for a joint review and make necessary corrections and adjustments. These specifications require this meeting take place within 10 calendar days of the contract award. After this meeting, but within 10 calendar days, the Contractor shall make the necessary changes, and then resubmit the schedule to the COTR. If necessary, this process shall be repeated. However, the schedule must be finalized within 7 calendar days of the scheduled vessel delivery.

The schedule shall show contract milestones, intermediate contract completion dates, and the contract completion date. The schedule shall show the Contractor's scheduled completion date and the substantial completion date when applicable.

Should the prosecution of the work be discontinued or changed for any reason, these specifications require the Contractor to notify the COTR at least two days in advance of changing or resuming operations. Through the life of the project, the COTR should verify that activities, durations, start and finish dates, etc. shown on the schedule represent the actual status of work.

The COTR may request in writing a supplemental schedule if the actual prosecution of work differs significantly from that represented on the schedule. The Contractor must provide the requested supplemental schedule within 3 calendar days of the request and at no cost to the Government.

Jobsite progress meetings shall be held weekly or as specified for the purpose of updating the schedule. Progress will be reviewed to verify actual start and finish dates of completed activities, remaining duration and percent complete of uncompleted activities, and any proposed revisions to the schedule. It is the Contractor's responsibility to provide the COTR with the status of activities at the progress meetings and prepare schedule updates based on this information once it has been verified and agreed upon. A written narrative describing the schedule status, the critical path and any revisions to the schedule shall be included with the updated schedule. The updated schedule will be resubmitted should it not contain the agreed upon information.

The COTR must have a schedule that accurately represents the prosecution of work and activities at all times. A current schedule is essential for evaluating requests for adjustments and determining how delays, extra work, interruptions, suspensions, etc. will impact the contract completion date or the Contractor's scheduled

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completion date. These specifications allow the COTR to withhold progress payments if the Contractor fails to provide the schedules and updates as required.

PROGRESS REVIEW MEETINGS

The CONTRACTOR and COTR shall hold progress review meetings every (1) week to be held at the CONTRACTOR facility or such other location as approved by both parties beginning (1) week after the delivery of the vessel to the CONTRACTOR facility. The purpose of the meetings is to discuss, report, and resolve problems relative to progress, anticipated delays, cost experience in relation to budget and projected end costs, staffing, schedules, receipt of GFE (if any), CONTRACTOR furnished material, production problems (including Subcontractor problems), and other related matters.

GUARANTEES

All guarantees or warranties shall begin at the completion of final acceptance the completed work detailed in the specification by the COTR.

MATERIALS AND WORKMANSHIP

MATERIAL GENERAL

All material unless otherwise specified herein, shall be of commercial quality; suitable for marine environment; and shall conform to ASTM, Federal, Military, SAE, ABS, and USCG (CFR) requirements. This material shall be so designated on Bills of Material and on Construction Drawings. All materials shall be free from imperfections of manufacture and from defects, which adversely affect appearance or serviceability.

WORKMANSHIP GENERAL

All workmanship shall be first-class in all respects. All material, machinery, equipment, pieces and/or parts specified herein and installed in the converted vessel shall be suitable for the marine service intended.

MATERIAL MILITARY SPECS

Where Military or Federal Specifications are referred to herein, they are referenced solely to indicate the degree of quality of material required. The furnishing of material or items in strict compliance with the detailed requirements of these Military/Federal Specs is not intended.

STORAGE/PROTECTION

All material and equipment intended for the vessel in any form, whether CONTRACTOR or GF, shall be adequately stored and protected from the elements and shall be given appropriate security by the CONTRACTOR. Due consideration shall be given to the nature of particular equipment or material with storage and security mutually agreed upon by COTR and CONTRACTOR. Inside storage shall be required for all equipment and material that will be located on the interior of the vessel.

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The CONTRACTOR shall be responsible during construction and prior to vessel delivery for the protection of all items installed with finished surfaces such as joiner panels, door frames, deck coverings, joiner ceilings, countertops, furniture, etc.

CONTRACTOR'S OBLIGATION

The CONTRACTOR is to provide all plant infrastructure, labor, and transportation for employees, supplies as required, fuel for vehicles and machinery, water, power, lighting, air, steam, crane and forklift services, CONTRACTOR communications, line handling, wharfage, towing and shifting services.

HULL PROTECTION

WELDING

Rigid control of welding and grounding shall be maintained for the protection of hull and hull appendages. Care shall be taken that the welding polarity and ground connections of welding machines used on this vessel, other vessels in the immediate vicinity, or on the dock to which the vessel is moored shall be such as not to damage any parts of the vessel. The CONTRACTOR shall adequately protect, in all respects, the underwater part of the hull prior to delivery.

GENERAL INFORMATION

Note: This GENERAL section applies to all ITEMS within this SOW and therefore is Not Separately Priced. To the extent that efforts to comply with the requirements stated in this GENERAL section present a cost impact, the cost is to be allocated to the priced ITEMS

DRAWING REFERENCES AND SITE VISIT

The following Shipbuilder's Drawings (Avondale Shipyard) and conversion drawings (Bender Shipyard) are included with this Request for Quotation, and will be available on board. Point of Contact: COTR, Jeffrey Brown at (757) 694-5505.

DRAWING NUMBER

540TV-001-167-03 rev C

540TV-001-583-01 rev E

540TV-001-801-01 rev K

TITLE

MISC DOORS and DETAILS

Fire and Safety Plan (Bender Ship Repair)

General Arrangement (Bender Ship Repair)

AVAILABILITY AND PERFORMANCE PERIOD

The ship shall be available for work performance on or about **5 September 2012** with a completion date sufficient to return the ship back to Buzzards Bay, MA no later than **25 October 2012**

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GENERAL REQUIREMENTS: The Contractor shall provide ALL labor, materials and services (except where noted as "Government Furnished" or "GFM") in order to accomplish the "Intent" of this SOW and all work described herein. This SOW also includes, by reference, all work defined within the "Notes" sections of the referenced drawings to include General Notes, Removal Notes, Test Notes, Special Notes, etc.

Coordination and Communications:

All work performed by the Contractor shall be coordinated through the U.S. Maritime Administration (MARAD) Contracting Officer (CO) or the Contracting Officer's Technical Representative (COTR). Prior to the start and at the end of each work day, the Contractor's Supervisor shall meet with the COTR to discuss the work planned and/or accomplished. This meeting should not take longer than 5 minutes.

Applicability of Rules and Regulations:

All work shall be performed in accordance with all applicable U.S. Coast Guard (USCG) Regulations and American Bureau of Shipping (ABS) Rules to include the requirements of the attending USCG Inspector and ABS Surveyor.

Regulatory Call Outs:

The Contractor shall advise the COTR not less than 24 hours in advance of the date and time when they shall be ready for USCG or ABS attendance. Requests for their attendance shall be made by the COTR. Charges for the ABS Surveyor's attendance shall be to the Government's (Owner's) account. As a Public Nautical Schoolship, there will not be any charges for the USCG Inspector.

Material Requirements:

All piping, take down joints, bolting, fittings and valves shall comply with that specified in the referenced drawings. Where a drawing is not specific with regard to the materials required, those materials and any additional materials needed to perform this SOW shall comply with ASTM F1155-98 (2004) for the particular service employed. If additional materials (beyond those estimated in the drawing material lists) are required to accomplish this SOW, it shall be the Contractor's responsibility to procure those materials and install them at their expense.

Welding Requirements:

All piping and structural welding shall be performed by welders possessing ABS certification for the welds they perform. The Contractor shall provide the COTR with copies of each welder's certification prior to the start of

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the work. In addition, a copy of the Contractor's approved welding procedures (which will be used in the execution of this SOW) shall be provided to the COTR prior to the start of the work.

Electrical Requirements:

All electrical work shall be supervised by a licensed commercial electrician or an individual with extensive marine electrical installation experience. The Contractor shall provide the COTR with documentation of either prior to the start of the work.

Services:

115 volt outlets and lighting shall be powered up and available to the Contractor where possible and where outlets and lights are currently installed throughout the ship. A fresh water faucet shall be made available for the filling of portable fire extinguishers. All other services must be provided by the Contractor.

Damaged and/or Disturbed Areas:

Items damaged during removals and/or re-installations shall be replaced at the Contractor's expense. All disturbed areas resulting from this SOW shall be returned to a condition equal to or better than originally found. Welding blankets shall be employed in the vicinity of hot work in order to protect the surrounding surfaces. Herculite or similar floor coverings shall be used in areas experiencing high traffic in order to protect the decking materials.

Trash Disposal and Cleanliness:

All fluids, dirt, debris or other materials drained, deposited or generated as a result of the execution of this SOW shall be removed and properly disposed of and the affected surfaces thoroughly cleaned (to include the surfaces of machinery and equipment, bilges, bulkheads, decks, overheads, ventilation ducts, etc.)

Penetrations and Compensations:

All new penetrations and compensations (resulting from the routing of new piping and/or wiring through bulkheads, beams, and decks) created in the execution of this SOW shall be performed in accordance with the requirements of the National Shipbuilding Research Program guidelines. These guidelines shall be provided upon request to interested bidders. If piping and/or electrical penetrations need to be re-routed slightly from the routes indicated in the drawings in order to comply with these guidelines, it shall be accomplished via a no-cost change order and at the Contractor's expense.

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Cable Transit Penetrations:

All new cable transit penetrations shall meet the structural fire protection requirements of the bulkhead or deck through which they penetrate. All re-worked or disturbed cable transit penetrations shall be made complete and left in a condition which meets all applicable structural fire protection requirements. It is the Contractor's prerogative as to whether or not they wish to create a new penetration rather than re-work an existing one to ensure that it meets regulations.

Coating of New or Disturbed Steel:

All new or disturbed steel (to include all piping, foundations, brackets, etc.) shall be prepared and coated in accordance with the MARAD Standard Coatings Guidelines. Final top coat colors shall match the surrounding areas. These guidelines shall be provided upon request to the interested bidders.

Correcting Deficiencies:

The Contractor shall be required to correct any deficiencies in their work or the materials they supplied as soon as practical after discovering the deficiency. Deficiencies in existing or supplied GFM material shall NOT be the responsibility of the Contractor.

Scrap:

Unless specified otherwise by the COTR, all scrap material resulting from this SOW shall be disposed of by the Contractor. The Contractor's bid price shall include a credit for the value of all scrap generated as a result of this SOW. A copy of the scrap receipt and credit provided shall be provided to the COTR at the completion of this SOW.

SAFETY AND SECURITY: The Contractor shall adhere to all safety procedures employed aboard the ship by the Massachusetts Maritime Academy to include the following:

PPE:

All persons working aboard the ship shall employ the proper personnel protective equipment (PPE) for the work being accomplished. At a minimum, hard hat, safety glasses and work shoes are required.

Hot Work:

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All areas requiring hot work shall first be certified "safe for hot work" by a certified Marine Chemist. These areas shall be maintained as such during the period of this contract by a certified Competent Person (in accordance with the conditions of the Marine Chemists certificate) employed by the Contractor. In addition, all hot work shall require a signed TS KENNEDY hot work permit from one of the ship's officers in order for the ship's crew to be cognizant of where and when hot work is taking place. A proper fire watch shall be employed on each side of a surface where hot work is taking place unless, of course, the other side of the surface has been inerted. Use of the ship's portable extinguishers is not permitted except in an emergency. The Contractor's portable extinguishers shall be maintained fully charged at the beginning of each work day. There shall always be not less than one fully charged extinguisher at each location where hot work is being performed.

Tripping Hazards:

All Contractors' equipment, including hoses and cables, shall be positioned in a manner not to cause a tripping hazard or obstruct passageways. Cables and hoses shall not be lead through doorways or down ladder ways whenever possible. If it is required that a cable or hose be run through a doorway or watertight door, they shall be protected by running them through a short section of heavy walled pipe. All hoses, cables and the short section of piping shall be removed from all doors (including watertight doors) at the end of each work day.

Oxy-Acetylene:

All oxygen and acetylene bottles shall be kept on the pier and secured along the dock. The Contractor shall be aware that the ship can shift with the changing tides and currents and that sufficient excess hose must be supplied. All oxygen and acetylene hoses shall be disconnected at their bottles at the end of each work day and coiled up such that no hoses or sections of piping are left passing through any doors. All hoses shall be in good condition without signs of any visible damage.

Welding and/or Electrical Cables:

The Contractor shall be aware that the ship can shift with the changing tides and currents and that sufficient excess cable must be supplied. During the work day, any welding cables or electrical cables shall be run through short sections of heavy wall steel piping where they pass through any water tight doors. These cables shall be disconnected at the end of each work day and coiled up such that no cables or sections of piping are left passing through any doors. All cables shall be in good condition without splices, damaged insulation or exposed conductors.

Lock out/Tag Out:

All work involving any stored energy (electricity, fluids under pressure, etc.) shall require that the device be locked out/tagged out in accordance with the T. S. KENNEDY's lock out/tag out procedures. The Contractor shall

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receive written permission from the Chief Engineer prior to energizing or de-energizing these devices. This permission shall be accomplished by way of an entry in the ship's lock out/tag out record book by one of the engineering officers. Requests for lock out/tag out shall be made not less than 2 hours before requiring them. The Contractor shall provide their own locks and tags. A minimum of two valve protection (or a valve and blind flange) shall be employed at all times on any sea water piping during the execution of this SOW.

Working Aloft:

All persons needing to work aloft shall do so in accordance with the ship's going aloft procedures. Permission to work aloft shall be obtained by the Chief Mate by way of a signed working aloft permit. The Contractor shall provide their own safety harnesses and gear.

Confined Space Entry:

No person may enter a confined space without a safe for entry (safe for workers) permit issued by a Marine Chemist. These areas shall be maintained as such during the period of this contract by a certified competent person employed by the Contractor.

Smoking:

Smoking is not permitted aboard the ship or on the **Massachusetts Maritime Academy** grounds.

TWIC:

All persons working aboard the ship shall be in possession of a Transportation Worker's Identification Credential (TWIC). All persons with a TWIC shall be provided a temporary access card which will require scanning at each boarding and disembarking of the ship. Quick trips to the pier for tools or the like shall not require scanning in/out providing the cadet watch is informed and the Contractor's employee remains within sight of the watch. A list of all employees working this SOW shall be provided by the Contractor to the Chief Mate before the start of the work and whenever any personnel changes are made.

Work Days/Hours:

Work days/hours shall be Monday thru Friday, 0800 to 1600 hrs not including Federal and/or Massachusetts State holidays (no hot work will be performed after 1530 hrs).

Loading of Tools and/or Equipment:

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Contractors shall be permitted to load/unload tools and materials at the Academy pier alongside the ship. The ship's crew shall make every effort to operate the ship's cranes when needed for small items such as "gang" boxes and light materials (less than 1,000 lbs). Request for this service shall be made at least one day prior to needing the crane. Availability of the ship's cranes is not guaranteed. Loading of heavy and/or bulky materials shall be the responsibility of the Contractor.

Fueled Equipment:

Any equipment or machinery containing fuel or oil must be operated on the pier and placed in a containment capable of holding all fuel or oil in that equipment.

Parking:

Vehicle parking is limited. If parking becomes overcrowded, it may be necessary for the Contractor to shuttle workers to and from the ship from a remote parking area approximately ¼ mile away. Parking permits shall be required for any vehicles parked along the pier. These permits may be obtained from the Chief Mate for a limited number of vehicles based on the Academy's other activities during the execution of this SOW.

Contractor Trailers:

If the Contractor desires to leave a work trailer on the pier or Academy grounds, it shall be in a location agreed to by the Chief Mate and the Massachusetts Maritime Academy Police Department. Work trailers and other vehicles must never obstruct emergency (fire and ambulance) vehicle access to the ship.

Toilet Facilities:

The Contractor shall be required to provide portable toilet facilities for their crew. The Chief Mate shall designate a space on the dock for them to be placed. The Contractor shall maintain them clean and shall empty them as required.

WORK SCOPE

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CLIN 001 Procure the followings doors as described below and in the attached references:

The Contractor shall be responsible to procure the below doors as indicated in the attached references.

W3	UPPER DK WEATHER DK/PASSAGE	2'-6" OCL (P) FR 110	30" x 63" x 15" SILL ABV UPPER DK	1	LH WEAT DOOR SST-316	SEE SHT 4
W4	UPPER DK WEATHER DK/PASSAGE	13'-9" OCL (P) FR 145	30" x 63" x 15" SILL ABV UPPER DK	1	RH WEAT DR SST-316	SEE SHT 5

W7	BOAT DK WEATHER DK/STAIR TOWER	LG BHD ON CL FR 91	48" x 63" x 15" SILL ABV BOAT DK	1	LH WEAT DR SST=316	SEE SHT 6
W8	BOAT DK WEATHER DK/STAIR TOWER	LG BHD ON CL FR 93	48" x 63" x 15" SILL ABV BOAT DK	1	LH WEAT DR SST-316	SEE SHT 6
W9	BOAT DK WEATHER DK/STAIR TOWER	LG BHD 13'-6" OCL (S) FR 91	48" x 63" x 15" SILL ABV BOAT DK	1	RH WEAT DR SST-316	SEE SHT 6
W10	BOAT DK WEATHER DK/STAIR TOWER	LG BHD 13'-6" OCL (S) FR 93	48" x 63" x 15" SILL ABV BOAT DK	1	RH WEAT DR SST-316	SEE SHT 6

All doors shall be constructed of grade 316 Stainless Steel, and have a factory applied powder coat finish applied. The approved fire rating of all doors shall be in-accordance the referenced structural fire protection drawing.

All hardware shall be of marine grade and be constructed of stainless steel grade 316 .

CLIN 002 Door removal and installation.

1. Remove the existing doors.

All doors shall be from their rough opening and all hardware shall be removed. The Door blades and frames shall be disposed of in accordance with the scrap provisions listed above, all hardware shall be turned over to the Chief Mate.

2. Door installation

Check the Opening

Start with a rough opening that is correctly sized and square and true to the ships vertical centerline.

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For fasteners to function properly, rough openings should be 3/4 inch to 1 inch wider than the net frame size of the door, and 1/2 inch taller.

It's critical that both bulkheads flanking the rough opening are equally true to the ships vertical centerline and in the same geometric plane. If they aren't, the opening will be twisted — or cross-legged — and it will be impossible to install the door so that the doors sufficiently compress the weather-stripping.

For instance, a bulkhead that is out of true to the ships vertical centerline by 1/8 inch on one side of the opening needs to be out of true to the ships vertical centerline by the same 1/8 inch on the other side to keep the opening in plane. If the opening is perfectly true to the ships vertical centerline on one side and slightly off on the other, then the installed door will be cross-legged. Doors that are cross-legged by more than 1/8 inch will have poor weather-stripping compression and will probably leak.

Check rough openings and installed doors with a pair of crisscrossed strings

String test. A pair of crisscrossed strings won't tell you how far out of true to the ships vertical centerline the opening is, but they're an extremely simple for checking cross-leggedness. use tape to fix the strings at the corners of the opening so they cross diagonally near the center. If the opening is in plane, the strings will gently touch each other at the crossing point. If the strings don't touch, the opening is cross-legged by the dimension of the gap between them.

If there is no gap, I make sure to flip positions so that one string passes behind the other string instead of in front of it, and then I check again. If once again there is no gap, the opening is okay. But if there is a gap, leave the strings in place and adjust the bulkhead until the strings touch lightly in the center. It doesn't take long to quickly double-check the door opening with the string test.

Separations between the door frame and the bulkhead greater than 1/16" require the bulkhead to be either straightened or replaced in accordance with standard structural practices

An angle iron alignment frame can be installed to avoid excessive bulkhead straightening. Angle iron (2" x 1-1/2" x 3/16") can be used as the frame material. The installation of the angle iron frame must be controlled to avoid twisting or warping during welding. The 2" leg of the angle iron frame is inserted true to the ships vertical centerline into the bulkhead. The door frame mounts to the 1-1/2" surface that faces the door frame.

Installing the Door

When the door unit is tilted into the opening, sill first, the doors should be closed and locked. After completely pressing the unit into the opening, make sure there is continuous contact of sealant around the top, bottom, and sides of the door. If there isn't, tilt the door back out and add more sealant.

CAUTION

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A major cause of door failure can be attributed to riveting or bolting frames directly against warped bulkheads without shims, which can result in twisted frames and door panel not seating properly.

Preparation of Site.

The opening in the bulkhead must be plumb and relatively flat.

The bulkhead surface must be free of foreign matter. Remove all gasket material and caulking from bulkhead.

Bulkhead warpage can be checked by string lines. Position the string lines at opposite top and bottom corners, pull the lines tight, and check the space between the intersection of the string lines. Repeat this process by placing the string line that was in the closest position to the farthest position. If the string lines touch after process is complete the bulkhead is relatively flat. If there is a space between the string lines then the bulkhead must be straightened or plumbed approximately the distance between the lines.

Mounting. The most common installation problem associated with doors is that they are mounted into warped or uneven bulkheads. This causes the door frame to assume the shape of the deformed bulkhead. In the worst cases, this has caused new doors to be immediately inoperable. In less severe cases, the door hinges fail prematurely. The following procedures shall be accomplished to ensure proper installation:

Position the door and frame into the bulkhead opening.

With the frame in position and parallel to the deck, check mating surfaces and identify any locations where the frame is separated from the bulkhead by more than 1/16".

For separations between the door frame and bulkhead of 0 to 1/16", manufacture shims of varying thickness using 1" wide flat bar. Clamp the door frame and shim(s) to the bulkhead. Ensure a flat mounting plane is achieved.

Separations between the door frame and the bulkhead greater than 1/16"" require the bulkhead to be straightened in accordance with standard structural practices.

NOTE

The doors are to be mounted to the bulkhead using 1/4 - 20 UNC hex head stainless steel grade 316 bolts with 1/4" stainless steel flat and lock washers and 1/4" stainless steel nuts. The length of the bolts should be determined by the thickness of the bulkhead and the thickness of the shims. There must be 3 to 5 threads of the bolts or screws extending beyond the nuts.

Once a flat mounting plane is achieved, drill 9/32" holes in the bulkhead, to mount the door frame. Use the holes provided on the door frame flange as a drilling template if frame is pre-drilled. Drill and attach the door frame on the hinge side by installing the fasteners in every other mounting hole. Drill and attach the door frame

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on the latch side by installing the fasteners in every other mounting hole. Drill and attach the door frame on the top and bottom sides by installing the fasteners in every other mounting hole.

Cycle the door from fully closed position to fully open position several times while checking for binding and rubbing. Check to ensure door panel sits flush with door frame in the closed position. If binding or rubbing is present or if door panel does not sit flush with door frame in the closed position, check the frame to the bulkhead mounting surface and identify if shims need to be added or removed. Install or remove shims as required until no binding or rubbing is present when door is cycled from fully closed position to fully open position and door panel sits flush with the door frame in the closed position.

Drill all remaining holes and attach the door frame to the bulkhead. Fully tighten all the mounting hardware. Cycle the door from fully closed position to fully open position several times while checking for binding and rubbing. Check to ensure door panel sits flush with door frame in the closed position.

Supply and/or manufacture extension jams to provide a to replace what was existing if required to finished appearance and blend the newly installed door with the surrounding joiner systems.

Notes:

Doors shall be operable from both sides and shall be complete with latches, locks, key hooks, holdbacks, bumpers, and closers as required. Reinforcing plates are provided in way of door closers.

CHECKPOINT

The contractor shall use the attached door inspection form to present the completed door installation (Enclosure 1).

As final acceptance the contractor shall prove the operation of the door to the COTR.

In the event that these specifications fail to designate a specific ripout that is needed to complete the work in the specifications or is obviously necessary to complete a particular task of the installation, it shall be deemed that the ripout is normal and covered by good shipbuilding practice and is the responsibility of the Contractor. Ripouts are to be accomplished with as little damage to adjacent structure as is possible in the normal course of work, except that any asbestos removal to be to the nearest existing joint and no cutting of the asbestos panels will be allowed.

All ripout materials that are not scheduled for relocation or for shipment back to the OWNER shall be disposed of properly by scrapping or recycling at the Contractors option. This includes, but is not limited to, steel, wood products, insulation, deck coverings, etc.

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The OWNER cannot be held liable for improper disposal of any materials.

The OWNER hereby informs the Contractor that the existing vessel does contain asbestos.

CLIN 003: Supplemental Labor

Description: Additional work is not expected beyond the scope of this SOW, however it is requested that a stabilized labor rate be provided applicable to any emergent work that may evolve. For pricing purposes, the bidder shall provide a stabilized rate, with extended pricing, for a total of 20 man-hours of supplemental labor. This funding, if required, shall be issued by the COTR via a Change Order.

CLIN 004: Supplemental Material

Description: Additional materials are not expected beyond the scope of this SOW, however it is requested that the bidder make allowance for up to \$1,000 in supplemental material charges. This funding, if required, shall be issued by the COTR via a Change Order. Invoices for these materials shall be provided.

The following FAR and Transportation Acquisition Manual (TAM) provisions and clauses apply to this solicitation and are incorporated by reference.

52.252-2 Clauses Incorporated by Reference

This contract incorporates one or more clauses by reference with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at the following Internet addresses:

Federal Acquisition Regulations (52.) <https://www.acquisition.gov/comp/far/current/html/FARTOCP52.html>

Transportation Acquisition Regulations (1252.) <http://www.dot.gov/ost/m60/tamtar/part1252.htm>

U.S. Maritime Administration Provisions and Clauses (MCL.) https://voa.marad.dot.gov/Solicitation_Awards/docs/mar-380/MARAD%20Clauses%20MCL%20for%20HTML.htm

52.204-7 Central Contractor Registration;

52.212-4 Contract Terms and Conditions-Commercial Items;

52.212-5 Contract Terms and Conditions Required to Implement Statutes or Executive Orders - Commercial Items; within FAR Clause 521112-5(b) and (c), the following Items are designed by the Contracting Officer to apply to the solicitation:

52.204-10 Reporting Executive Compensation and First-Tier Subcontract Awards (over 25K)

52.219-28 Post-Award Small Business Program Representation.

52.222-3 Convict Labor,

52.222-19 Child Labor - Cooperation with Authorities and Remedies,

52.222-21 Prohibition of Segregated Facilities,

52.222-26 Equal Opportunity,

52.222-36 Affirmative Action for Workers with Disabilities, (Over 15K)

52.225-3, Buy American Act--Free Trade Agreements--Israeli Trade Act (Over 25K)

52.225-13 Restrictions on Certain Foreign Purchases, and

52.232-33 Payment by Electronic Funds Transfer --Central Contractor Registration

52.222-41 Service Contract Act

52.223-18 Contractor Policy to Ban Text Messaging While Driving

1252.223-73 Seat Belt Use Policies and Programs

MCL.H-2 Supplemental Work Requests (Subparagraph (d)(10) is \$5,000.00)

MCL.H-3 Indemnity and Insurance

MCL.H.4 Indemnity and Insurance (Additional) (All limits up to \$5,000,000.00 are revised to \$1,000,000.00 for this solicitation)

MCL.H-6 Standards of Employee Conduct

MCL.H-10 Supplemental Growth Requirements

MCL.H-11 Disposition of Removed Equipment and Scrap

MCL.H-12 Maritime Liens, No Authority to Incur

MCL.L-2 Agency Protests

APPLICABLE SERVICE CONTRACT ACT WAGE DETERMINATION: The Service Contract Act wage determination applicable to this requirement is available online at the following address: <http://www.wdol.gov/wdol/scafiles/std/05-2259.txt>

INVOICE SUBMISSION INSTRUCTIONS - MARAD

The Contractor may submit invoices in either electronic or paper format. Electronic submission is preferred.

(1) Electronic invoices shall be addressed to MARADInvoices@faa.gov, with copy to MARADSARInvoices@dot.gov

Electronic invoices shall conform to the following criteria, or be subject to rejection:

- a. Invoice and supporting documentation shall be in Adobe Acrobat (pdf) format.
- b. The e-mail subject shall include the contract/purchase order number and invoice number.
- c. The transmitting e-mail shall include the following information: Name of the Contractor; Invoice date and number; Invoice amount; Contract number and, if applicable, the order or modification number; Terms of any discount for prompt payment offered; Payment instructions (i.e., financial institution, ABA routing #, account #)

(2) Paper invoices shall be submitted to one of the following addresses. Multiple copies are not required.

MARAD A/P SAR Invoices Branch

AMZ-160

PO Box 25710

Oklahoma City, OK 73125

If a street address is required for delivery (i.e., Federal Express), the following address may be used in lieu of the post office box:

MARAD A/P SAR Invoices Branch

AMZ-160

6500 S MacArthur Blvd.

Oklahoma City, OK 73169