

U.S. Maritime Administration

**Suisun Bay Reserve Fleet
Dry-docking Non-Retention Vessels**

DRY-DOCK SPECIFICATION

DTMA4D09001

MODIFICATION 0005

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12 MARCH 2010

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Non-Retention Vessels

GENERAL CONDITIONS

AND

SPECIFICATIONS

FOR THE DRY-DOCKING

OF THE

NON-RETENTION VESSELS

INTRODUCTION

SCOPE OF WORK:

These Specifications are for the towing of the Non-Retention Vessels from the Suisun Bay Reserve Fleet (SBRF) to the dry-dock; the dry-docking; removal of exfoliating paint from the freeboard and hull surfaces (per the selection of one of two options contained herein); removal of all marine growth from underwater hull surfaces; undocking; and wet berthing of the vessel prior to open ocean tow. An alternate scenario would require the Contractor to survey the vessels, perform inland towing preparations and tow the vessels back to the SBRF. The contractor shall take custody of, secure, and tow the vessel, in the "AS-IS, WHERE-IS" "cold" plant condition, from its present mooring location in the SBRF to the contractor's facilities where it shall be dry-docked immediately upon arrival, unless otherwise approved by the COTR, for work detailed in this specification. Upon completion of such work, contractor shall remove the vessel from dry-dock and shift the vessel to a suitable wet berth within the shipyard facility for final preparations for ocean tow.

The Contractor shall provide all personnel, insurance, equipment, tools, vehicles, labor, facilities, supervision and any other items and services necessary to accomplish the scope of work in a manner which is safe for workers and the environment. Compliance with all contractual requirements which are consistent with U.S., State and local statutory and regulatory requirements including, but not limited to, the Toxic Substances Control Act (TSCA), the Resource Conservation and recovery Act (RCRA), the Occupational Safety and Health Act (OSHA), as well as international laws, treaties, conventions and agreements, as appropriate, is the responsibility of the Contractor.

Non-Retention VesselsDEFINITIONS:

The following terms shall have meanings as listed below throughout the General Conditions and the Specifications for the Dry-docking, Topside Cleaning and Underwater Hull Cleaning to the Non-Retention Vessel "XXX";

- "AS ORIGINAL" means a condition meeting the original system and manufacturer's design.
- "AS APPROVED" or "TO THE APPROVAL" or "FOR APPROVAL" or "AS DIRECTED" or "AS REQUIRED" are used without further qualification, indicating the decision of the Maritime Administration representative COTR is required. Where an item is required to be submitted for approval, work shall not proceed until notification of approval is received. In the event the item is not approved, rationale will be provided and work shall not proceed until a satisfactory and mutually agreeable resolution has been resubmitted and approved.
- "CFE" and "CFM" identify Contractor Furnished Equipment and Material and are used interchangeably.
- "CONTRACT" means the agreement entered into between the Owner or Owner's representative and the Contractor for the accomplishment of the work specified in the Specifications.
- "CONTRACTOR" identifies the shipyard or topside repair company holding the primary contract for the work supplied in this Specification.
- "COTR" - The Contracting Officer's Technical Representative managing the repair availability.
- "DETACH" or "DISCONNECT" mean to disconnect all attachments to the unit to enable the unit to be moved. All attachment points shall be tagged, identified, blanked and protected to facilitate reinstallation. Work items do not necessary identify interferences and the Contractor is responsible for the identification and resolution of interferences affecting a detachment and subsequent movement.
- "GOOD MARINE PRACTICE" means construction to soundly conceived and engineering detailed working plans, prepared by the Contractor, incorporating the specified components and utilizing recognized shipbuilding construction and testing methods to ensure that the completed ship conforms to specification requirements. Inspection by the Maritime Administration representative COTR is for the purpose of verifying the proper function of the Contractor's quality assurance measures and is not considered a substitute for in-process control of quality by the Contractor.
- "GFE" or "GFM" identify Government Furnished Equipment and Material and are used interchangeably.
- "GOVERNMENT" or "MARAD" mean the U. S. Government, including the U. S. Maritime Administration or its authorized representative.
- "INSTALL" or "EXTEND" or "MODIFY" mean that the Contractor shall provide the piece of equipment, material or system to be installed and shall provide the materials, structural supports and labor to attach, connect and test the equipment or systems to effect a finished fully operational installation complete in all aspects.

When new material or equipment is not specified by type, the material or equipment shall be sufficient to meet the applicable regulatory requirement.. When "install" is used with

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reference to GFE, all conditions of the above definition except the requirement to provide the specific piece of equipment are applicable.

Work items do not necessarily identify interferences and the Contractor is responsible for the identification and resolution of interferences affecting the installation by temporarily removing, reinstalling or relocating interferences. "INTERFERENCE" means that a pipe system, ductwork, equipment, joiner bulkhead or lining, wire way, structural member, access opening, or other object(s), equipment, system, or components that must be removed and reinstalled, relocated, modified, or designed around to facilitate the repair or the specified work..

- "LABOR AND MATERIALS" means labor, material, plant facilities, supervision, services, equipment and all other resources required to accomplish the specified work.
- "MANIFESTS" are the official shipping document forms originated and signed by the generators, transporters, and operators of the hazardous or special waste disposal facility as required by Federal, State and Local Authorities.
- "MODIFY" means to provide materials, services, and labor to change or alter the item or system resulting in a finished and fully operational modified installation complete in all respects. The term "MODIFY" implicitly includes all requirements of "REMOVE AND INSTALL".
- "OFE" or "OFM" identify Government Furnished Equipment and Material and are used interchangeably with "GFE" or "GFM".
- "OR EQUAL" means that components or equipment shall be equivalent in terms of performance, services required, compatibility with interrelated systems and supportability over the service life of the components or equipment. In the case of component or equipment substitution for those components or equipment noted on the Contract Guidance Drawings or Specification, the Contractor shall submit a written request delineating the design and the performance data on both the specified and substituted piece of equipment for Maritime Administration Representative (COTR) approval and if approved, the Contractor shall take full contractual and technical responsibility for ensuring installation of components or equipment's or both and compatibility with interrelated systems.
- "OWNER" - The U.S. Department of Transportation, Maritime Administration (MARAD), and authorized representatives.
- "PROVIDE" - To furnish and install all services, materials, equipment and systems to accomplish the specified requirements.
- "REFURBISH" means to detach, temporarily remove, disassemble, clean, reassemble the unit, equipment or system using adequate fasteners, hardware, and gaskets to meet regulatory approval.
- "REGULATORY BODY" or "REGULATORY BODY REQUIREMENTS" mean the United States Coast Guard (USCG), Occupational Safety and Health Administration (OSHA), Environmental Protection Agency (EPA), or State and Local regulatory agencies.
- "REINSTALL" means that the Contractor shall provide all material and labor to install a piece of equipment, material or system after the equipment, material or system was temporarily removed, relocated, modified, or refurbished in order to accomplish the specification of work.

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- "RELOCATE" means to provide all labor, material to detach the unit, equipment, or system and to reinstall the same unit, equipment, or system at a new or modified location.
- "REMOVE AND REPLACE INTERFERENCES" shall be construed to mean that the Contractor shall provide all labor, material and equipment necessary to remove, modify if required, material and equipment that cause interference in the way of intended installation, or removal path of any equipment or component, and replace or reinstall in the "as original" condition. The specific Specification items do not necessarily identify interferences to be resolved. The Contractor shall be totally responsible in the performance of the Specification for the identification and resolution of interferences necessary to complete the work required by this Specification. All open ends left as a result of these removals shall be suitably protected to prevent any and all contaminants from entering the system or piece of equipment.
- "REPLACE" or "RENEW" mean to remove the existing unit, equipment, or systems, including all interferences and to install a new unit, equipment or system which is either identical to or equal to that which was removed; the installation shall include at a minimum all hook-up, supports, and adapters which are required to effect a fully operational installation complete in all respects.
- "SPECIFICATIONS" - The document containing the Work Items that specifies the work requirements to be performed by the Contractor.
- "TAG OUT" means a procedure to both notify personnel that tagged-out equipment, components, or systems are either isolated or not in a normal operating condition, and is done as a means to prevent injury to personnel, improper operation, or damage to tagged-out equipment, components or systems.
- "TEMPORARY REMOVAL" or "TEMPORARY REMOVE" mean to provide all labor and materials to disconnect and remove the unit, equipment or system from its initial location and to reinstall the same unit, equipment, or system whether in the same location or elsewhere on the ship as described in the Specification.
- "UPGRADE" means to increase the capability of the item to the current state of practice at the time the work is accomplished.

Non-Retention Vessels

VESSEL PARTICULARS

Owner: United States Department of Transportation
Maritime Administration
1200 New Jersey Ave. S.E.
Washington, DC 20590

NON-RETENTION VESSELS:**TYPE:****OFFICIAL NUMBER:****CLASS:****BUILDER:****HULL NUMBER:****DELIVERED:****PORT OF REGISTRY: DIMENSIONS****TONNAGE (Approx. For All Vessels):****Gross:****Net:****Deadweight:****Displacement:****INDEX**

Non-Retention Vessels

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Item 0104

Services

LIABILITY AND INSURANCE

1. Item Name: LIABILITY AND INSURANCE; PROVIDE

2. Scope of Work:

2.1 Location of Work: Various locations during the availability

2.2 Identification: Provide required liability and insurance coverage during the performance of work under the contact including but not limited to General Liability and Indemnification.

2.3 Intent: Acquire and maintain the requisite insurance policies during the performance period and provide insurance certification prior to the commencement of work in accordance with Section H, subparagraphs TOWER INSURANCE, INDEMNITY AND INSURANCE and INDEMNITY AND INSURANCE (ADDITIONAL)

3. Work Description:

3.1 See Section H, subparagraphs TOWER INSURANCE, INDEMNITY AND INSURANCE and INDEMNITY AND INSURANCE (ADDITIONAL).

4. Performance Criteria/Deliverables:

4.1 All insurance certificates or policies required for Comprehensive General Liability Insurance shall be provided to the Maritime Administration Contracting Officer prior to the issuance of the official notice to proceed and shall be acceptable to the U.S. Department of Transportation, Maritime Administration, Office of Marine Insurance, MAR-780, 1200 New Jersey Avenue, W23-453, Washington, DC 20590.

5. References:

5.1 Section H, subparagraphs, TOWER INSURANCE, INDEMNITY AND INSURANCE and INDEMNITY AND INSURANCE (ADDITIONAL)..

6. Notes: None

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Item 0105

Services

GANGWAYS

1. Item Name: GANGWAY, PROVIDE

2. Scope of Work:

2.1 Location of Work: Main deck of vessel.

2.2 Intent: Provide one gangway from dry-dock and wet berth to access vessel's main deck during entire contract period.

3. Work Description:

3.1 Contractor shall set up a minimum of one (1) safe, well lighted, gangway complete with handrails and safety net for movement of personnel to and from main deck of vessel. The Contractor shall disconnect and reconnect gangway, lighting and safety net for each vessel movement and disconnect and remove prior to departure. Gangway shall be provided within 4 hours of vessel arrival and any subsequent vessel movements within the Contractor's facility. Gangway will be provided throughout the entire contract period.

3.1.1 Any additional gangways required by the Contractor or any local, state or federal agency are for the account of the Contractor.

4. Performance Criteria/Deliverables: None

5. References: None

6. Notes:

6.1 Contractor shall credit all costs associated with providing a gangway at the wet berth if CLIN 402AC Tow From Contractor's Facility to Suisun Bay Reserve Fleet is invoked.

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Item 0108

Services

FIRE PROTECTION

1. Item Name: FIRE PROTECTION

2. Scope of Work:

2.1 Location of Work: Various

2.2 Intent: Provide fire protection services to meet the requirements of vessel fire safety during the availability per provisions of references 5.1, 5.2 and the following listed requirements. Fire systems utilized must meet the requirements of all Federal, State, and local guidelines and regulations.

3. Work Description:

3.1 The Contractor shall provide fire protection services to meet the requirements of vessel fire safety during the dry-docking availability per provisions of references 5.1 and 5.2.

3.1.1 The fire systems utilized by the Contractor must meet the requirements of all Federal, State, and local guidelines and regulations.

3.1.2 The obsolete vessel's fire protection system cannot be utilized to fulfill this requirement.

3.1.3 No on-deck water run off will be permitted, and the fire protection must be fully functional during all freeze conditions encountered.

3.2 The Contractor shall provide the following accident, injury, and fire incident reports as required.

3.2.1 In the event that heat-producing evolutions (such as hot work) and all fire-hazardous evolutions (such as spray painting) must be terminated due to the loss of fire system protection, the Contractor shall submit a Condition Report to the COTR identifying the cause and corrective action taken within 24 hours of the occurrence.

3.2.2 The Contractor shall report verbally each accident, injury and fire on vessel involving Contractor/ subcontractor personnel to COTR as soon as management becomes aware of such an event.

3.1.3 The Contractor shall provide a formal written report of each event to the COTR within 24 hours of each incident. The written report shall contain the name and ID number of each injured person, date and time of accident/fire, extent of personal injury or property damage, contractor/subcontractor

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¶
3.1.1 Four (4) 1½" hoses are to be readily available for connection to the manifold and, of sufficient length and run in such a manner as to be able to reach all areas of the vessel. 1½" hoses will be fitted with all purpose nozzles.

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Deleted: In the event that pressurization to the manifold is lost for any reason, the contractor must terminate all heat-producing evolutions (such as hot work) and all fire-hazardous evolutions (such as spray painting), until pressure to the manifold is restored. The contractor shall submit a Condition Report to the COTR identifying the cause and corrective action taken within 24 hours of the ... [1]

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3.2 Provide a total of six (6) fifteen ... [2]

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Services

FIRE PROTECTION

name, contract number, vessel name, location of event (incl. space or compartment), type of accident/fire, and a brief description of the incident including pertinent occurrences/actions before and after the incident.

4. Performance Criteria/Deliverables:

4.1 Accident, injury, and fire incident reports (paragraph 3.2.1, 3.2.2 and 3.2.3).

5. References

5.1 OSHA 29 CFR Part 1915.

5.2 National Fire Protection Association, Standard for Fire Protection of Vessels during Construction, Repair and Lay-up, NFPA 312.

6. Notes: None

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4.1 Charged fire hose manifold with hoses (paragraph 3.1).¶
¶
4.2 Six (6) 15 pound fire extinguishers (paragraph 3.2).¶
¶
4.3 Tour of vessel at vessel arrival (paragraph 3.3).¶

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Item 0112

Services

HAZARDOUS WASTE; HANDLING

1. Item Name: HAZARDOUS WASTE; HANDLING

2. Scope of Work:

2.1 Location of Work: Throughout the Vessel.

2.2 Intent: Furnish all labor, material, tools, required for the Contractor to manage all hazardous waste generated by the Contractor during the performance of work described in these specifications in accordance with applicable federal, state, and local laws codes, ordinances, and regulations.

3. Work Description:

3.1 Contractor shall provide a Hazardous Waste Management Plan as part of the bid documentation.

3.1.1 Contractor shall identify key personnel associated with hazardous waste management. This should include, personnel associated with employee training, hazardous waste identification and preparation of manifest documents.

3.1.2 Contractor shall identify all subcontractors associated with removal, handling and disposal of hazardous wastes. This should include, subcontractor responsible for removing, storing, and transporting, recycling, reclaiming or otherwise disposing of hazardous waste. All permits or other applicable credentials associated with safe and proper disposal of hazardous waste should be included. If a hazardous waste subcontractor is changed for any reason, the Hazardous Waste Management Plan should be amended prior to the new subcontractor beginning work on the vessel.

3.1.3 Identify all federal, state and local agencies associated with the disposal of hazardous waste.

3.1.4 Outline procedures used by the Contractor/Subcontractor to accomplish removal, handling, storage and disposal of hazardous wastes in accordance with all local, state, and federal requirements.

3.1.5 Describe all steps to be taken to reduce the volume and toxicity of hazardous waste generated during the performance of this contract.

3.2 Nothing contained in this work item shall relieve the contractor from complying with applicable Federal, State and Local Laws, Codes, Ordinances and

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Services

HAZARDOUS WASTE; HANDLING

Regulations, including the obtaining of licenses and permits in connection with hazardous waste handling and disposal in the performance of this contract.

3.3 Material is to be determined as hazardous by chemical analysis, or reference to the applicable Material Safety Data Sheet (MSDS), or application of inherent knowledge of the hazardous characteristics of the waste in light of the materials or the process used.

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3.3.1 For the purposes of this specification, Contractor shall assume all materials removed from the vessel to be hazardous waste until tested otherwise.

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3.3.2 Contractor shall submit a Sampling/Testing Plan to the COTR for approval, three (3) days after Task Order Award Date. This plan will be used to demonstrate to the COTR the methodology for determining the hazardous/non hazardous status of any and all materials removed and collected from all work specifications. Samples will be collected after the waste has been generated.

Deleted: For the purposes of this specification Contractor shall assume all organic and inorganic materials removed from the hull surfaces to be hazardous waste until tested otherwise.

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3.4 Contractor shall identify all hazardous waste and submit a Hazardous Waste Removal Report, including copies of sample analysis results and chain of custody forms, to the COTR at least 24 hours prior to the removal of the waste from the Contractor's facility for disposal. Generator copies of Hazardous Waste Manifests will be provided upon the shipment of the waste.

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3.5 Contractor shall be provided an EPA or state generator number by Maritime Administration for hazardous waste disposal.

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3.6 Contractor shall ensure that transportation of hazardous waste is accomplished only by haulers registered to do so with cognizant Federal, State, and Local Agencies.

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3.7 Contractor shall transport hazardous waste to a site authorized by cognizant Federal, State, and Local Agencies to accept the identified waste.

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3.8 Contractor shall furnish a Final Waste Management Report to the COTR within 45 days after the vessel is undocked. Report shall include a summary of quantity of hazardous waste removed from vessel during contract performance, including breakdown by type and generator assignment. Contractor shall provide an assessment of performance with regards to Hazardous Waste Management Plan.

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4. Performance Criteria / Deliverables:

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HAZARDOUS WASTE; HANDLING

4.1 Contractor shall provide Hazardous Waste Management Plan, Sampling/Testing Plan, [Final Waste Management Report](#) and Uniform Hazardous Waste Manifests for Transportation and Final Disposition of Hazardous Waste.

5. References:

5.1 Resource Conservation and Recovery Act (RCRA) and applicable California regulations.

5.2 Uniform Hazardous Waste Manifest Form.

5.3 Shipyard Hazardous Waste Management Plan.

5.4 Section H, subparagraph H.6 Environmental Concerns/Asbestos Related/Hazardous Materials/Petroleum and Petroleum Products: Environmental Compliance.

6. Notes: None

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Item 0120

Services

PRODUCTION SCHEDULING

1. Item Name: PRODUCTION SCHEDULING; ACCOMPLISH

2. Scope of Work:

2.1 Location of Work: N/A

2.2 Identification: Production Schedule

2.3 Intent: Prepare and submit ~~four (4) production schedules~~ for each vessel for review and acceptance by the COTR for logic and sequencing of the planned work using accurate Contract data which is relevant to the scheduling, progressing, material status, and completion status of this dry-docking availability. The associated reports should be indicative of the planning and scheduling required to ensure an integrated and timely completion of all Specifications, and to ensure the Contract delivery date is achieved. ~~The schedules will include a proposed production schedule at the time of bid submittal, an Initial Production Schedule 3 days after Task Order Award Date, an updated Production Schedule 24 hours prior to the Contract Status Meeting and a Final Production Schedule 30 Days after vessel is undocked.~~ The production schedule shall be ~~submitted in electronic format, in MS~~ Project 2003.

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3. Work Description:

3.1 Definitions:

3.1.1 Production Schedule - The schedule used by the Contractor as a means of planning, tracking, and coordinating accomplishment of the Contract work.

3.1.2 Activity - A portion of an individual Work Item representing a manageable unit of work that must be accomplished at a specific period of time in relation to other activities of the availability.

3.1.3 Key Event - The beginning or ending point of an activity, which cannot slip without impacting the overall schedule.

3.1.4 Milestone - A significant availability event identified in the Solicitation, by the COTR, or by the Contractor.

3.1.5 Critical Path - The Work Item or combination of Work Items which forms the longest duration, and directly affects the completion of the availability. Factors that determine the critical path are time duration required for the Work Item(s), resource availability, and the interdependency of Work Items.

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PRODUCTION SCHEDULING

- 3.1.6 Critical Path Method (CPM) - The calculation of the earliest and latest start and finish dates of activities based on their duration and relationships to other activities.
- 3.1.7 Controlling Work Items - Those Work Items which are on the Critical Path, and which, by virtue of scope, complexity, material requirements, or other considerations, have the potential to impact the scheduled completion of the availability.
- 3.1.8 Float - The amount of time an event can be delayed without delaying the start of subsequent activities. Total float indicated on submitted schedules does not belong to the Contractor or Owner, and only Contract modifications that affect the Critical Path shall affect the amount of total float. Extension of the delivery date will be granted only to the extent the equitable time adjustments to the activity affected by the Change Order, Delivery Order, or delay, exceeds the total (positive or zero) float of a critical activity and extends the delivery date.
- 3.1.9 Seasonal weather patterns and conditions shall be considered and included in the planning and scheduling of all work to ensure completion of the total work package within the Contract performance period. Seasonal weather patterns and conditions shall be determined by an assessment of average historical climatic conditions based upon the preceding ten (10) year records published by the National Oceanic and Atmospheric Administration (NOAA) for the locality nearest to the project site, unless agreed otherwise.

3.2 Prepare and manage a Production Schedule inclusive of all **authorized** Work Items identified in the **task order**, including subcontracted work. Schedules developed shall include **authorized** Supplemental and Optional Work Items indicating that the Contractor has the production capacity and resources to accomplish such work without impacting the completion date of the availability. Schedules shall be consistent with all Contract requirements and shall be developed with consideration for local seasonal weather patterns. The Production Schedule shall be comprised of:

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3.2.1 A time-sequenced Critical Path Method (CPM) generated Gantt chart that contains the following:

3.2.1.1 Scheduled key events and milestones.

3.2.1.2 Critical Path and Controlling Work Items clearly indicated.

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PRODUCTION SCHEDULING

3.2.1.3 Scheduled start and completion date of the production work for each item. Controlling or Critical Path Work Items shall be further divided into the major activities. Typical major activities to be shown include: Regulatory inspection and survey requirements, dry-docking, hull cleaning, ex-foliating paint removal, undocking and wet berthing.

3.2.1.4 Additional work, rework or other changes and events shall be represented by separately identifiable activities. These activities shall be inserted subsequent to the related original activities, if applicable.

3.2.1.5 Identify all activities not on a 5-day work week calendar, and all planned holidays and other periods of shutdown. Identify overtime and multiple shift work.

3.2.1.6 Progress shall be shown on the schedule as completed activities and Work Items.

3.2.1.7 The following data shall also be included in tabular format with the Gantt chart for each Work Item and for each activity of Critical Path Items:

- Original duration in calendar days
- Remaining duration in calendar days
- Percent (%) complete
- Total float based on a five day work week
- Original start date
- Original finish date
- Revised start date
- Revised finish date
- Actual start date
- Actual finish date

3.2.3 Recovery plan. If slippage has occurred from the Contractor's original Production Schedule, or any revised Production Schedule, the Contractor shall provide an analysis, in narrative format, of the slippage that identifies the cause and proposes a plan of action that will be taken to complete the remaining work within the Contract performance period.

3.2.4 Late Completion Notification. If at any time, the updated Critical Path of the Production Schedule indicates a late delivery or late completion date, notify the COTR in writing the next working day, and/or prior to the beginning of any period when no work will occur, such as a holiday period. This

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notification shall include identification of the problem and shall propose corrective actions for schedule recovery.

3.2.5 The Production Schedule and associated reports identified in paragraph 3.2 shall be delivered to the COTR for review and acceptance within (3) three days after ~~Task Order~~ Award Date and shall include all planned dry-docking and scope of work activities. ~~An initial Contract Status Meeting shall be scheduled at least five (5) days prior to the dry-docking of the vessel at a mutually agreeable date and time and thereafter on a weekly basis during the performance of the work.~~ Status reports shall be prepared and submitted ~~24 hours~~ prior to the next scheduled ~~status~~ meeting, to reflect the addition, deletion, or modification of Work Items, and changes made by the Contractor.

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3.2.5.1 Upon acceptance of the Schedule by the COTR, the Contractor shall proceed in accordance with the reviewed and accepted plan and shall not modify the Schedule without the acceptance by the COTR. Modifications to the Schedule do not constitute a modification to the Contract.

3.2.5.2 Any changes in the Schedule desired by the Contractor in the job approach as reflected by the network logic, activity duration, and resource loading shall be reviewed and accepted by the COTR.

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~~3.2.6~~ The Production Schedules required by paragraph 3.2 shall be saved by the Contractor to serve as a baseline for the purpose of progress tracking and variance analysis.

Deleted: 3.2.6 Any changes in the Schedule desired by the Contractor in the job approach as reflected by the network logic, activity duration, and resource loading shall be reviewed and accepted by the COTR.¶

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3.3 Prepare a ~~Compartment Close-out Report~~ that tracks locations where tanks have been opened or spaces entered to facilitate vessel repairs as a result of surveys and inspections after the vessel has completed the underwater hull cleaning and surveys while on dock. The initial ~~Compartment Close-out Report~~ shall be prepared at the time the vessel goes on dock and shall be continuously updated until the final report is submitted ~~prior to undocking the vessel.~~ This report will be used by the Contractor and COTR to accomplish a final inspection for discrepancies and cleanliness once work has been completed in those spaces.

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4. Performance Schedule Milestones:

4.1 The Contractor shall incorporate into the performance schedule the following major Contract milestones and required due dates as listed:

Item 0120

Services

PRODUCTION SCHEDULING

Milestone	Due Date
1. Deliver Sub-Contractor Listing	3 days after Task Order Award Date
2. Deliver Key Personnel Roster	3 days after Task Order Award Date
3. Deliver Certificates of Company Insurance to include Pollution Insurance	5 work days after Task Order Award Date
4. Deliver Tower' Insurance	3 work days prior to vessel task order scheduled tow.
5. Deliver Initial Production Schedule	3 days after Task Order Award Date
6. Sampling and Testing Plan	3 Days After Task Order Award Date
7. Docking Conference	At Least One Day Prior to Docking
8. Dry-dock Vessel	On arrival at the Shipyard
9. Complete Underwater Hull Cleaning	TBD by Contractor's Production Schedule
10. Hull Survey	Within 4 hours after completion of Underwater Hull Cleaning; During Daylight Hours
11. Submit Hull Structure Damage Diagram	Within 4 hours after completion of Hull Survey
12. Complete Freeboard Ex-foliating Paint Removal	TBD by Contractor's Production Schedule
13. Inspect Freeboard Ex-foliating Paint Removal With COTR	TBD by Contractor's Production Schedule
14. Complete Topside Ex-foliating Paint Removal	TBD by Contractor's Production Schedule
15. Inspect Topside Ex-foliating Paint Removal With COTR	TBD by Contractor's Production Schedule
16. Contract Status Meeting(s)	5 Days Prior to Dry-docking; Thereafter on a Weekly Basis.
17. Contract Status Report	24 Hours Prior to Status Meeting
18. Hazardous Waste Removal Report	24 Hours Prior to the Removal of Waste
19. Undocking Conference	At Least One Day Prior to Undocking
20. Un-dock Vessel	TBD by Contractor's Production Schedule
21. Complete Vessel Tank Soundings	Within 2 Hours of Un-docking
22. Tank Soundings Comparison Report	Within 4 Hours of Un-docking
23. MARAD Dry-docking Report (MA-57)	Within 24 Hours of Un-docking
24. Compartment Close-out Report	Prior to Un-docking the Vessel
25. Complete all Hazmat Removal/ Disposal	TBD by Contractor's Production Schedule
26. Complete Facility Cleaning and	30 Days After Vessel is Un-docked

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Item 0120

Services

PRODUCTION SCHEDULING

Restoration	
27. Deliver Final Closeout-Report	30 Days After Vessel is Un-docked
28. Deliver Final Waste Management Report	45 Days After Vessel is Un-docked
29. Deliver Final Production Schedule.	30 Days After Vessel is Un-docked

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5. Performance Criteria/Deliverables:

- 5.1 Production Schedule (paragraph 3.2)
- 5.2 Compartment Close-out Report (paragraph 3.3)

6. References: None.

7. Notes:

- 7.1 Acceptance by the COTR of submitted schedules and associated reports does not relieve the Contractor of performance to the requirements of the Contract. Nor does acceptance serve to approve, warrant, or indicate agreement by the COTR as to the accuracy of the Contractor's schedules.
- 7.2 Extension of the delivery date will be granted only to the extent the equitable time adjustments to the activity affected by the Change Order, Delivery Order, or delay, exceeds the total (positive or zero) float of a critical activity and extends the delivery date.

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Item 0201

Dry-Docking

DRY-DOCKING

1. Item Name: DRY-DOCKING

2. Scope of Work:

- 2.1 Location: Contractor's Dry-dock.
- 2.2 Intent: Contractor shall dry-dock the ship for hull and topside cleaning and environmental surveys.
- 2.3 The vessel shall remain on dry-dock for the scheduled time to accomplish all work described in the specifications. **For pricing purposes the contractor shall provide a price for one (1) haul day and one (1) undocking day for this work item. Additional lay days on dry-dock will be priced in accordance with Supplemental Work Item 406. Contractor shall submit a proposed dry-docking schedule with their price addressing dry-docking periods required to accomplish all work required by this specification including optional dry-docking items. All lay days proposed by the Contractor and agreed to by the COTR and lay days resulting from additional/growth work as described in contract modifications to the original contract specifications will be per the daily rate quoted by the contractor in the original quotation/bid. However, delays in dry-docking due to actions that are the responsibility of the Contractor shall be born by the Contractor.**

3. Work Description:

3.1 Provide the necessary labor (including line handlers), equipment, materials, lines and/or wires to drydock vessel at contractor facility and for completing work required in this work item.

3.1.1 Within two hours after undocking the vessel the Contractor shall commence sounding the vessel tanks. The Contractor shall prepare **and submit within 4 hours after undocking the vessel a Tank Soundings Comparison Report** comparing the post dry-dock tank soundings with the pre-SBRF departure sounding and shall highlight in tank volumes.

3.1.2 Contractor shall be responsible for providing the services of a Marine Chemist/competent person per Work Item 418, if required.

3.1.3 Contractor shall coordinate regulatory body surveyors and inspectors in all required surveys and inspections of the vessel through the MARAD COTR. MARAD shall be responsible for contacting all regulatory bodies related to work defined in this Specification.

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Non-Retention Vessels

Item 0201

Dry-Docking

DRY-DOCKING

3.2 Contractor shall prepare block arrangement to dry-dock the ship. The Contractor shall erect, set and align the dry-docking blocks according to standard marine practice to ensure the vessel' structural integrity is not compromised during the docking evolutions. The blocking shall be positioned so that the propeller, rudder and other vessel equipment on the surface of, or protruding from, the vessel's hull will not be damaged and will be accessible for removal of marine growth. Block height will be such that all removals and repairs cited in these Specifications can be accomplished.

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Deleted: Blocks shall be fabricated of reinforced concrete with sound hardwood caps. Blocks shall be in good condition without excessive checking. Hardwood portion of blocks shall be capped with new or good condition soft caps. Block components shall be securely dogged or lagged together.

3.2.1 Contractor is responsible to ensure all personnel involved with the dry-docking evolutions, such as a Naval Architect, Dock Master, and Marine Surveyor, are properly trained and possess the required licenses, certifications, and approvals to perform the operations described within this work package.

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Deleted: 3.2.1 Prior to docking the vessel, the Contractor shall view the completed dry-dock build with the COTR and confirm that build has been completed in accordance with paragraph 3.2.¶

3.2.2 The Contractor shall hold a docking/undocking conference at least one (1) day prior to the docking or undocking of the vessel. This conference shall be attended by the Maritime Administration representative (COTR), the Contractor's Dock Master and other interested parties. All details of the docking/undocking evolution, including time of activity, number of tugs, changes to ballast state, etc., are to be discussed and agreed at this conference.

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3.3 Contractor shall dry-dock the vessel. Contractor shall provide lines, line handlers, warping machinery, positioning crews and devices, disconnect and connect temporary services, install and remove interim hull closures and perform all other support functions to complete dry-docking, and undocking as required by this specification. The Contractor shall deploy an oil containment boom to protect the vessel while in the dry-dock. The contractor shall provide a suitable stable working platform which will make the exposed underwater hull accessible for viewing, cleaning and/or repair. Any surveys, hull cleaning, and underwater repairs as specified herein are to be accomplished as soon after the vessel's arrival as possible.

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3.4 Contractor shall erect staging, provide portable lift equipment, temporary lighting and ventilation, crane and rigger service in order to accomplish the work defined in this specification and all other dry-dock critical work.

3.5 Contractor shall clean the dry-dock, and properly and legally dispose of all materials, such as trash, scrap, debris, dirt and garbage generated during the dry-docking period. Disposal shall be accomplished in accordance with Work Items 112 and 407.

Non-Retention Vessels

Item 0201

Dry-Docking

DRY-DOCKING

3.6 During the docking evolution all discharges from the vessel must be included in, and covered under, the facilities NPDES permit, or equivalent federal or state water discharge permit.

3.7 Contractor shall undock the vessel upon completion of all work required by this specification. The Contractor shall provide the required tugs and pilots for undocking the vessel and transfer to the wet berth. The Contractor shall deploy an oil containment boom to protect the vessel while moored at the wet berth.

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3.7.1 When flooding the dry-dock for undocking, the Contractor shall suspend flooding just prior to the vessel floating free of the blocks. The vessel shall be held in this position for a minimum of 2 hours. During this time the Contractor shall visually check all accessible spaces and any spaces where repair work occurred below the water-line for flooding. Any indications of water ingress shall be investigated by the Contractor and reported to the COTR with recommended corrective courses of action. If at the end of the two hour period if there is no evidence of water ingress into the vessel the undocking shall continue until the vessel is floating free in the dry-dock. The vessel shall be held in this position for one hour while the contractor monitors the vessel to determine any significant deviation from the vessel trim at the time of docking. If after one hour the vessel has maintained the appropriate trim the vessel can be removed from the dock and delivered to a wet berth at the Contractors facility in accordance with Work Item 404.

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3.7.2 Complete MARAD Dry-docking Report (MA-57) and provide to the COTR within 24 hours of the ship being undocked.

4. Performance Criteria/Deliverables:

4.1 Complete Docking and Undocking Conference to the satisfaction of the COTR.

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4.1 Contractor shall view the completed dry-dock build with the COTR.¶

4.2 Perform a joint survey of the entire hull after completion of the underwater hull cleaning and during daylight hours with the Contractor's representative, COTR, and Ship Recycler's Marine Surveyor. Submit to the COTR a diagram or drawing that adequately identifies dimensionally areas of damage to the hull structure to the nearest frame number, shell plate strake or other structural reference marker. Accomplish this requirement in conjunction with Work Item 202, Paragraph 4.2 and 4.3 and Item 401, Paragraph 3.1

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4.3 Complete MARAD Dry-docking Report (MA-57)

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Non-Retention Vessels

Item 0201

Dry-Docking

DRY-DOCKING

- 5.1 Docking Plans, if available, will be provided to the Contractor for reference. However, these plans do not necessarily address the specific vessel identified in this Specification and shall be used for guidance only. The docking plans shall be provided by the SBRF.

6. Notes:

- 6.1 Vessel shall have exclusive use of graving/floating dock.
- 6.2 No fuel is to be required to be removed from the ship for dry-docking.

Item 0202

Dry-Docking

HULL CLEANING

1. Item Name: HIGH PRESSURE WATER WASH OF UNDER WATER HULL, ACCOMPLISH

2. Scope of Work:

2.1 Location: Vessels Hull – From the existing water line mark to the keel.

2.2 Intent: The purpose of this work item is to clean the vessel underwater hull by removing marine bio-fouling from the under water hull surfaces of the vessel using high pressure water wash.

3. Work Description:

3.1 Provide the necessary labor, equipment, and materials, for the purposes of accomplishing the high pressure water wash of the vessels underwater hull surfaces free of organic bio-fouling materials. Contractor shall clean the dry-dock and properly and legally dispose of all marine growth removed from the hull surfaces during the performance of this item. Non-hazardous marine growth shall be disposed of under Work Item 0202AA. Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 0112 and 0407.

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3.2 Immediately upon completion of vessel dry-docking Contractor shall commence high pressure water washing of all under water hull surfaces, appendages and under water shell openings back to the first blank or valve. Water pressure shall be of sufficient pressure (a minimum of 3,500 p.s.i. to a maximum of 5,000 p.s.i.) to remove all marine bio-fouling from under water hull surfaces, but not damage the hull structure. Note: It is acceptable not to remove tightly adhered basal remnants where marine growth attaches to the surface of the hull. Basal remnants of marine growth are considered tightly adhered if they cannot be removed by scraping with a dull putty knife after the high pressure water wash has been completed.

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3.2.1 Contractor shall remove any interference in way of high pressure water washing underwater hull surfaces, including (but not limited to), sea chest gratings, screens, etc. Existing secure sea chest blanks shall not be removed and marine growth shall be removed from the exterior of the blank. Since this work involves a non-operational vessel that will be towed to a recycling facility for disposal upon undocking, interferences requiring removal for high pressure water washing, such as sea chest strainers shall not be reinstalled by the Contractor. Such interferences shall be properly disposed of by the Contractor.

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Non-Retention Vessels

Item 0202

Dry-Docking

HULL CLEANING

3.2.2 If CLIN 206AA or 206AB are included as part of the vessel task order, the underwater body surfaces of the vessel will be prepared by high pressure water blasting from keel to a minimum of two (2) feet above the "Final Waterline" at the time of drydocking.

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3.2.3 Within 4 hours of the high pressure water wash, during daylight hours only, provide man-lift, technical and labor assistance to visually inspect, mark and record shell plate welding at and below the quiescent water line for any damaged plating, castings, welds or rivets. All damaged areas shall be marked with waterproof marker for later inspection by the COTR. If the specified time requirement does not coincide with daylight hours, the survey shall be accomplished as soon as possible during the next span of daylight hours.

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4. Performance Criteria/Deliverables:

4.1 Contractor shall high pressure water wash the vessels underwater hull to remove marine bio-fouling growth.

4.2 Accomplish underwater hull survey within four (4) hours after the completion of high pressure water wash, during daylight hours only.

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4.3 Submit to the COTR a diagram or drawing that adequately identifies dimensionally areas of damage to the hull structure to the nearest frame number, shell plate strake or other structural reference marker within 4 hours after completion of hull survey. Accomplish this requirement in conjunction with Work Item 201, Paragraph 4.2 and Item 401, Paragraph 3.1

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4.4 Non- hazardous marine growth shall be disposed of under Work Items 0202AA.

4.5 Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 112 and 407.

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5. References: None

6. Notes: None

Item 0202AA

Dry-Docking

DISPOSE OF NON-HAZARDOUS MARINE GROWTH

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1. Item Name: DISPOSE OF NON-HAZARDOUS MARINE GROWTH

2. Scope of Work:

2.1 Location: Contractor's dry-dock.

2.2 Identification: Non-Hazardous Marine Growth

2.3 Intent: Purpose of this work item is to dispose of non-hazardous waste created as a result of marine bio-fouling remediation from vessel underwater surfaces.

3. Work Description:

3.1 In accordance with the work required by this specification the Contractor shall dispose of non-hazardous marine growth generated as the result of work accomplished on this vessel, in accordance with all federal, state and local regulations. Disposal of the waste will be approved by the COTR and specified in a contract modification per the unit prices for supplemental work provided by the Contractor and shown in the table below.

<u>Non-hazardous Waste Type</u>	<u>Price Per Ton</u>
<u>Marine Growth</u>	

4. Performance Criteria/Deliverables:

4.1 Provide unit pricing per above.

5. References:

5.1 Section I, subparagraph I.13 Option For Increased Quantity-Separately Priced Line Item.

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6. Notes:

6.1. Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

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Item 0203 (OPTIONAL)

Dry-docking

Removal of Freeboard Exfoliating Paint

1. Item Name: REMOVAL OF FREEBOARD EXFOLIATING PAINT, ACCOMPLISH

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2. Scope of Work:

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2.1 Location: Contractor's Dry-dock.

2.2 Intent: Purpose of this work item is to remove all loosely adhered and exfoliating paint from the freeboard hull areas.

3. Work Description:

3.1 Contractor shall high pressure water wash all hull free board surfaces above the current water line mark. Water pressure shall be of sufficient pressure (a minimum 3,500 p.s.i. to a maximum 5,000 p.s.i.) to remove all loosely adhered paint and exfoliating paint.

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3.1.1 Tightly adherent mill scale, rust, and coating may remain on the surface. Mill scale, rust, and coating are considered tightly adherent if they cannot be removed by lifting with a dull putty knife after high pressure water wash has been performed.

3.2 Contractor shall gather all existing loose debris from the vessels deck surfaces, as well as, all paint removed as a result of this work item and dispose of them in accordance with Work Items 112 and 407. Note: this requirement may be worked in conjunction with Work Items 204AA or 204AB, as applicable.

4. Performance Criteria/Deliverables:

4.1 Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 112 and 407.

4.2 Contractor shall perform a final walkthrough with the MARAD Representative (COTR) prior to completion of this item. Contractor shall provide all equipment, staging, man lifts, etc required to establish that paragraph 3.1.1 has been satisfied.

5. References: None

6. Notes: None

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Non-Retention Vessels

Item 0204AA (OPTIONAL)

Dry-docking

Partial Removal of Top Side Exfoliating Paint

1. Item Name: PARTIAL REMOVAL OF TOP SIDE EXFOLIATING PAINT, ACCOMPLISH

2. Scope of Work:

2.1 Location: Contractor's Dry-dock.

2.2 Intent: Purpose of this work item is to remove loosely adhered and exfoliating paint from all topside horizontal deck surfaces and specified vertical, superstructure and overhead surfaces of the vessel situated such that exfoliating paint that breaks free is likely to fall over the side and into the water. The specific work areas shall be identified by the MARAD COTR during a joint vessel inspection and survey and are as described in the work requirements below.

3. Work Description:

3.1 Contractor shall high pressure water wash all topside horizontal deck surfaces of the vessel including decks and deckhouse surfaces. Contractor shall high pressure water wash vertical surfaces, equipment, piping, superstructure surfaces and overhead surface areas limited to the area within the first ten (10) feet inboard from vessels sides, port and starboard. Included in areas of the superstructures shall be all under deck bridge wings directly exposed to the weather. Water pressure shall be of sufficient pressure (a minimum 3,500 p.s.i. to a maximum 5,000 p.s.i.) to remove all loosely adhered paint and exfoliating paint.

3.1.1 Tightly adherent mill scale, rust, and coating may remain on the surface. Mill scale, rust, and coating are considered tightly adherent if they cannot be removed by lifting with a dull putty knife after high pressure water wash has been performed.

3.1.2 Contractor shall clean remove all debris and paint from deck drains and overboard scuppers.

3.2 Contractor shall gather all existing loose debris from the vessel generated as a result of the work described in 3.1., as well as, all paint removed as a result of this work item and dispose of them in accordance with Work Items 112 and 407.

4. Performance Criteria/Deliverables:

Item 0204AA (OPTIONAL)

Dry-docking

Partial Removal of Top Side Exfoliating Paint

4.1 Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 112 and 407.

4.2 Contractor shall perform a final walkthrough with the MARAD Representative (COTR) prior to completion of this item. Contractor shall provide all equipment, staging, man lifts, etc required to establish that paragraph 3.1.1 has been satisfied.

5. References: None

6. Notes: Potential Hazardous Material and Biohazard Notice to Contractor

6.1 Asbestos is present aboard this vessel, and in some areas may be friable. This work may cause asbestos to become airborne, so for the protection of the contractor's employees, it is recommended that the necessary precautions (monitoring, testing, personnel protection, etc.) be taken in accordance with OSHA regulations, until Contractor deems that no threat exists in work areas related to this specification.

6.2 Bio hazards may exist aboard this vessel. Contractor shall proceed in accordance with their own established procedures. Accumulated bird excrement on vessel surfaces, primarily pigeon droppings, provides an excellent growth medium for organisms of potential human health concern of which Cryptococcus and Histoplasmoses are the most prevalent. Cryptococcus and Histoplasmosis infections typically occur by inhaling the pathogenic spores through the nose and mouth. Therefore, bird droppings are most dangerous when they are dry and subject to becoming airborne as a fine dust, particularly when disturbed by various activities including walking, sweeping or scrapping. Germicides can be applied to accumulated droppings prior to any type of cleanup however; their effectiveness is not proven.

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2. Scope of Work: ¶

2.1 Location: Contractor's Dry-dock. ¶

2.2 Intent: Purpose of this work item is to remove loosely adhered and exfoliating paint from specified topside horizontal and vertical surfaces of the vessel situated such that exfoliating paint that breaks free is likely to fall over the side and into the water. The specific work areas shall be identified by the MARAD COTR during a joint vessel inspection and survey and are as described in the work requirements below. ¶

3. Work Description:¶

3.1 Contractor shall high pressure water wash designated topside horizontal and vertical surfaces of the vessel, as designated by the MARAD COTR, including decks, equipment, piping, superstructure, deckhouse and overhead surfaces. Included in areas of the superstructures shall be uncovered bridge wings directly exposed to the weather and the first ten (10) feet of the fore-to-aft and athwart ship passageways directly exposed to the weather. Areas of the main deck shall be limited to the area ten (10) feet inboard from vessels sides, port and starboard. Water pressure shall be of sufficient pressure (a minimum 3,500 p.s.i. to a maximum 5,000 p.s.i.) to remove all loosely adhered paint and exfoliating paint. ¶

3.1.1 Tightly adherent mill scale, rust, and coating may remain on the surface. Mill scale, rust, and coating are considered tightly adherent if they cannot be removed by lifting with a dull putty knife after high pressure water wash has been performed.¶

3.1.2 Contractor shall clean remove all debris and paint from deck drains and overboard scuppers.¶

3.2 Contractor shall gather all existing loose debris from the the vessel generated as a result of the work described in 3.1., as well as, all paint removed as a r[... [4]

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Item 0204AB (OPTIONAL)

Dry-docking

Complete Removal of Top Side Exfoliating Paint, Accomplish

1. Item Name: COMPLETE REMOVAL OF TOP SIDE EXFOLIATING PAINT, ACCOMPLISH

2. Scope of Work:

2.1 Location: Contractor's Dry-dock.

2.2 Intent: Purpose of this work item is to remove loosely adhered and exfoliating paint from all topside horizontal and vertical surfaces of the vessel.

3. Work Description:

3.1 Contractor shall high pressure water wash all topside horizontal and vertical surfaces of the vessel including. all decks, equipment, piping, superstructure, deckhouse and overhead surfaces. Included in areas of the superstructures shall be fore-to-aft and athwart ship weather passageways and uncovered bridge wings directly exposed to the weather. Water pressure shall be of sufficient pressure (a minimum 3,500 p.s.i. to a maximum 5,000 p.s.i.) to remove all loosely adhered paint and exfoliating paint.

3.1.1 Tightly adherent mill scale, rust, and coating may remain on the surface. Mill scale, rust, and coating are considered tightly adherent if they cannot be removed by lifting with a dull putty knife after high pressure water wash has been performed.

3.1.2 Contractor shall clean remove all debris and paint from deck drains and overboard scuppers

3.2 Contractor shall gather all existing loose debris from the vessel generated as a result of the work described in 3.1., as well as, all paint removed as a result of this work item and dispose of them in accordance with Work Items 112 and 407.

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4. Performance Criteria/Deliverables:

4.1 Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 112 and 407.

4.2 Contractor shall perform a final walkthrough with the MARAD Representative (COTR) prior to completion of this item. Contractor shall provide all equipment, staging, man lifts, etc required to establish that paragraph 3.1.1 has been satisfied.

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Non-Retention Vessels

Item 0204AB (OPTIONAL)

Dry-docking

Complete Removal of Top Side Exfoliating Paint, Accomplish

5. References: None

6. Notes: Potential Hazardous Material and Biohazard Notice to Contractor

6.1 Asbestos is present aboard this vessel, and in some areas may be friable. This work may cause asbestos to become airborne, so for the protection of the contractor's employees, it is recommended that the necessary precautions (monitoring, testing, personnel protection, etc.) be taken in accordance with OSHA regulations, until Contractor deems that no threat exists in work areas related to this specification.

6.2 Bio hazards may exist aboard this vessel. Contractor shall proceed in accordance with their own established procedures. Accumulated bird excrement on vessel surfaces, primarily pigeon droppings, provides an excellent growth medium for organisms of potential human health concern of which Cryptococcus and Histoplasmoses are the most prevalent. Cryptococcus and Histoplasmosis infections typically occur by inhaling the pathogenic spores through the nose and mouth. Therefore, bird droppings are most dangerous when they are dry and subject to becoming airborne as a fine dust, particularly when disturbed by various activities including walking, sweeping or scrapping. Germicides can be applied to accumulated droppings prior to any type of cleanup however; their effectiveness is not proven.

Item 0206AA (OPTIONAL)

Dry-docking

Preservation of Under Water Hull Surfaces – AC and AF Coating

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3.2.3 The steel temperature must be a minimum of five (5) degrees Fahrenheit above the dew point of the surrounding air prior to the application of first coat of primer.

3.2.4 No application is to be done when condensation/humidity is present on the surface.

3.3 Apply one (1) full coat of ablative anti-fouling, MARAD approved product in accordance with MARAD Coatings Guidelines. Apply coating to a minimum thickness of 4 MDFT.

3.4 Paint all port and starboard, fwd, mid-ship and aft hull draft marks using two (2) coats of white epoxy.

3.5 All coatings to be Contractor furnished and supplied. All products shall be in conformance with MARAD COATINGS GUIDELINES and meet any and all Federal, state and local environmental regulations. Contractor is to use one coating system of one coatings manufacturer. Products/coating systems of two different Manufacturers' are not to be used. Mixing and matching between systems/Manufacturers will not be authorized. Contractor shall submit all pertinent manufacturers coating application procedures and data sheets to the MARAD COTR a minimum of two weeks prior to commencement of any coating applications for approval by MARAD of products and application procedures.

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4. Performance Criteria/Deliverables:

4.1 Application of all coatings will be accomplished under the direct supervision of the coating systems manufacturer's representative and to the satisfaction of the MARAD COTR. No application of coatings is to be made until the prepared surfaces or previously coated surfaces are approved by the coating systems manufacturers' representative and the MARAD COTR. The Contractor is to arrange an inspection by the coating systems manufacturers' representative and the MARAD COTR prior to the application of any of the specified coatings. Inspection times are to be during daylight hours only and no less than 1-1/2 hours before sunset or after sunrise. Each subsequent inspection shall be called before the conclusion of each inspection and shall not vary more than two (2) hours. Areas found to contain film irregularities are to be repaired and/or re-coated as directed at the Contractor's expense.

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4.1.1 Drying times and re-coating times specified by the coating systems manufacturer are to be strictly adhered to.

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Item 0206AA (OPTIONAL)

Dry-docking

Preservation of Under Water Hull Surfaces – AC and AF Coating

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4.2 Application instructions of the coating systems manufacturer and their representatives shall be adhered to explicitly with the understanding that the reduction in total coats and the reduced millage from what is recommended in the MARAD Coating Guidelines may void product performance warranties. Coatings must be completely mixed prior to and during application to ensure that all solids are in complete suspension.

4.3 Thinning shall only be done strictly in accordance with the coatings systems manufacturer’s recommendations. Minimum dry film thickness shall be as designated in the appropriate coating schedules. This shall be confirmed by elcometer thickness measuring instruments following each coating application. Painters are to be supplied with wet film thickness gauges and instructed as to their use.

5. References:

5.1 MARAD Coatings Guidelines- latest revision- Rev 6 (no date)

6. Notes: None

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Item 0206AB (OPTIONAL)

Dry-docking

Preservation of Under Water Hull Surfaces – AC Only, Accomplish**1. Item Name: PRESERVATION OF UNDER WATER HULL SURFACES – AC COATING ONLY, ACCOMPLISH****2. Scope of Work:**

2.1 Location: Contractor's Dry-dock.

2.2 Intent: Purpose of this work item is to apply an epoxy base coat to current under water hull surfaces. Purpose of this coating system is to protect hull from deterioration for a limited period of time.

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3. Work Description:

3.1 The following coatings are to be applied to the hull, from keel to a minimum of two (2) feet above the “Final Waterline” at the time of drydocking, whose underwater body surfaces have been prepared by high pressure water blasting as accomplished in Item 0202 of this specification. It is the intent of this work item for the application of the anticorrosive coating line to follow two (2) feet above the final waterline but it is not necessary to closely “cut-in” the paint line as would be expected for an active vessel.

3.1.1 All surfaces are to be washed down with clean fresh water and allowed to dry prior to initial coating or re-coating when dusts, excessive salt spray or other contaminants have accumulated prior to initial coating or between coats.

3.1.2 Areas to be coated include opened sea chests. Sea chest strainer plates are removed in Item 0202 within this specification and shall not to be reinstalled.

3.2 Apply one (1) full coat of anti-corrosive epoxy. Coating shall be a tar free, vinyl coating, free of metals, tolerant of cathodic protection, surface-tolerant, anticorrosive product. In addition coating shall be IMO approved sealing coat for Tributyltin coatings. Apply coating to a minimum thickness of 6 MDFT..

Deleted: International Intertuf 203 (or equal)

3.2.1 Staging for painting is to be absolutely free from abrasive grit, dirt, and rust prior to application of coatings.

3.2.2 The steel temperature must be a minimum of five (5) degrees Fahrenheit above the dew point of the surrounding air prior to the application of first coat of primer.

3.2.3 No application is to be done when condensation/humidity is present on the surface.

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Item 0206AB (OPTIONAL)

Dry-docking

Preservation of Under Water Hull Surfaces – AC Only, Accomplish

3.3 Paint port and starboard, fwd, mid-ship and aft hull draft marks to a maximum of 4 feet above the “Final Waterline” at the time of dry-docking to 4 feet below using two (2) coats of white epoxy.

3.4 All coatings to be contractor furnished and supplied. All coatings shall be preapproved by the MARAD COTR and meet any and all Federal, state and local environmental regulations. Contractor is to use one coating system of one coatings manufacturer. Products/coating systems of two different Manufacturers’ are not to be used. Mixing and matching between systems/Manufacturers will not be authorized. Contractor shall submit all pertinent manufacturers coating application procedures and data sheets to the MARAD COTR a minimum of two weeks prior to commencement of any coating applications for approval by MARAD of products and application procedures.

Deleted: ny deviations to use of International Intertuf 203 (or equal)

4. Performance Criteria/Deliverables:

4.1 Application of all coatings will be accomplished under the direct supervision of the coating systems manufacturer’s representative and to the satisfaction of the MARAD COTR. No application of coatings is to be made until the prepared surfaces or previously coated surfaces are approved by the coating systems manufacturers’ representative and the MARAD COTR. The contractor is to arrange an inspection by the coating systems manufacturers’ representative and the MARAD COTR prior to the application of any of the specified coatings. Inspection times are to be during daylight hours only and no less than 1-½ hours before sunset or after sunrise. Each subsequent inspection shall be called before the conclusion of each inspection and shall not vary more than two (2) hours. Areas found to contain film irregularities are to be repaired and/or re-coated as directed at the Contractor’s expense.

4.1.1 Drying times and re-coating times specified by the coating systems manufacturer are to be strictly adhered to.

4.2 Application instructions of the coating systems manufacturer and their representatives shall be adhered to explicitly. Coatings must be completely mixed prior to and during application to ensure that all solids are in complete suspension.

4.3 Thinning shall only be done strictly in accordance with the coatings systems manufacturer’s recommendations. Minimum dry film thickness shall be 6 MDFT. This shall be confirmed by elcometer thickness measuring instruments following the coating application. Painters are to be supplied with wet film thickness gauges and instructed as to their use.

5. References: None

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Dry-docking

Preservation of Under Water Hull Surfaces – AC Only, Accomplish

6. Notes: None

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Item 0401 (OPTIONAL)

Supplemental and Unit Pricing

Underwater Hull Steel Repairs

1. Item Name: UNDERWATER HULL STEEL REPAIRS/RENEWALS

2. Scope of Work:

2.1 Location: Various Hull Locations

2.2 Intent: Purpose of this work item is to repair and/or renew damaged hull plating, welds and structure to ensure watertight integrity.

3. Work Description:

3.1 Per the post-dry-dock hull inspections carried out in Item 0201 and 0202 the Contractor will accomplish underwater hull repairs approved by the COTR and specified in a contract modification per the unit prices for supplemental work provided by the Contractor and shown in the table below.

Steel Types	500 Pounds or Less	501 to 2500 Pounds	2501 to 5000 Pounds
Hull Plating (Flat Insert) Estimate minimum size for one section 5/8 in. x 4 ft. x 4 ft.			
Hull Plating (Flat Doubler) Estimate minimum size for one section 3/8 in. x 2 ft. x 2 ft.			
Hull Plating (Shaped Insert) Estimate minimum size for one section 5/8 in. x 4 ft. x 4 ft.			
Hull Plating (Shaped Doubler) Estimate minimum size for one section 3/8 in. x 2 ft. x 2 ft.			
Deck Plating (Flat Doubler) Estimate minimum size for one section 3/8 in. x 2 ft. x 2 ft.			
Bulkhead Plating (Flat Doubler) Estimate minimum size for one section 3/8 in. x 2 ft. x 2 ft.			
Stringers Estimate minimum size for one section 1/2 in. x 4 ft. long.			
Frames Estimate minimum size for one			

Item 0401 (OPTIONAL)

Supplemental and Unit Pricing

Underwater Hull Steel Repairs

section ½ in. x 4 ft. long.			
Side Longitudinal Estimate minimum size for one section 5/8 in. x 4 ft. long.			
Bulkhead Stiffeners Estimate minimum size for one section 3/8 in. x 4 ft. long.			
Welding			
Clad Weld: 1 sq ft x ¼"			
Seam & Butt Weld: 1 in. x 1 linear ft			

4. Performance Criteria/Deliverables:

- 4.1 Steel certificates will be maintained on file and shall be delivered to the COTR upon request.
- 4.2 All welders performing repairs on the vessel shall maintain the latest certification required by regulatory bodies to perform the assigned tasks. Welder certifications shall be maintained on file and shall be made available to the COTR upon request.
- 4.3 Disposal of all hazardous waste generated from this item shall be handled and disposed of in accordance with Work Items 112. and 407.
- 4.4 Contractor shall perform a final walkthrough with the MARAD Representative (COTR) prior to completion of this item. Contractor shall provide all equipment, staging, man lifts, etc required to establish that paragraph 3.1.1 has been satisfied.

5. References:

- 5.1 Contact Joe Pecoraro (707) 745-0487 at the Suisun Bay Reserve Fleet to determine available structural plans for these vessels.

6. Notes:

- 6.1 All steel replacement shall be priced and accomplished as ABS grade, mild steel and high tensile steel and include all costs associated with material, crop-out, templating, preparation, fabrication, handling, rigging, fitting/installation, welding, and testing. The weight ranges listed are for contract total weights. When steel

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Supplemental and Unit Pricing

Underwater Hull Steel Repairs

repairs are required a separate specification will be issued for the appropriate repair.

6.1.1 Interferences, access, gas free cleaning and certification, and removal of hazardous materials and their disposal shall be priced separately from this work requirement.

6.2 Asbestos is present aboard this vessel, and in some areas may be friable. This work may cause asbestos to become airborne, so for the protection of the contractor's employees, it is recommended that the necessary precautions (monitoring, testing, personnel protection, etc.) be taken in accordance with OSHA regulations, until Contractor deems that no threat exists in work areas related to this specification.

6.3 Bio hazards may exist aboard this vessel. Contractor shall proceed in accordance with their own established procedures. Accumulated bird excrement on vessel surfaces, primarily pigeon droppings, provides an excellent growth medium for organisms of potential human health concern of which Cryptococcus and Histoplasmoses are the most prevalent. Cryptococcus and Histoplasmosis infections typically occur by inhaling the pathogenic spores through the nose and mouth. Therefore, bird droppings are most dangerous when they are dry and subject to becoming airborne as a fine dust, particularly when disturbed by various activities including walking, sweeping or scrapping. Germicides can be applied to accumulated droppings prior to any type of cleanup however; their effectiveness is not proven.

6.4 Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

Item 0402AA (OPTIONAL)

Supplemental and Unit Pricing

TOWING TO CONTRACTOR'S FACILITY FROM SBRF; ACCOMPLISH

1. Item Name: TOWING TO CONTRACTOR'S FACILITY FROM SBRF; ACCOMPLISH

2. Scope of Work:

2.1 Location: Ship is presently moored in the Suisun Bay Reserve Fleet (SBRF), Benicia, California. .

2.2 Identification: Transit to the Contractor's facility.

2.3 Intent: It is the intent of this specification that the contractor take custody of, and tow the vessel, in "AS-IS, WHERE-IS" "cold" plant condition, from its present mooring location at the SBRF to the Contractor's facilities where it shall be dry-docked immediately upon arrival, unless otherwise approved by the COTR.

3. Work Description:

3.1 The Contractor shall provide all other material, personnel, assist tugs, resources required to unmoor vessel from current position and tow to contractor's facility. This includes but is not limited to tug boats, riding crew (and sanitary facilities), pilots, certificates and regulatory body notifications and approval. The Contractor shall be responsible, with SBRF assist, for relocation of vessels in the nest that have been disturbed by the departure of the subject vessel. SBRF personnel will provide crane service, line handlers (at the SBRF facility only) and escort services for contract personnel in preparation of the vessel for departure from its current mooring position.

3.2. Thirty (30) days prior to departure from the SBRF MARAD will Accomplish the Notification of Intent (NOI) to the Environmental Protection Agency that the vessel is now subject to the requirements of the NPDES Vessel General Permit. The Contractor shall be responsible for ensuring that the vessel is in compliance with the NPDES Vessel General Permit while under tow, and for all the inspections, record keeping, and reporting requirements under the NPDES Vessel General Permit, with the exception of filing the Notices of Intent and Termination, which will be filed by MARAD. Under no circumstances will liquids be discharged overboard from the Obsolete Vessels(s) while under tow except as permitted under the NPDES Vessel General Permit.

4. Performance Criteria/Deliverables:

4.1 Remove the vessel from the SBRF and safely deliver it to the Contractor's facility.

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Supplemental and Unit Pricing

TOWING TO CONTRACTOR'S FACILITY FROM SBRF; ACCOMPLISH

4.2 Comply with the NPDES Vessel General Permit requirement during vessel towing.

5. **References:** None

6. **Notes:**

6.1 Point of contact for SBRF Fleet Program Manager is Joe Pecoraro (707) 745-0487.

Item 0402AB (OPTIONAL)

Supplemental and Unit Pricing

VESSEL INLAND TOW PREPARATIONS; ACCOMPLISH**1. Item Name: VESSEL INLAND TOW PREPARATIONS; ACCOMPLISH****2. Scope of Work:**

- 2.1 Location of Work: On board the vessel at the Suisun Bay Reserve Fleet (SBRF) in Benicia, California.
- 2.2 Identification: Tow Preparations
- 2.3 Intent: It is the intent of this specification that the Contractor shall prepare the vessel in it's "AS-IS, WHERE-IS" "cold" plant condition for an inland tow from its current moored position in the Suisun Bay Reserve Fleet to the Contractor's facility and back. The vessel's existing mooring lines shall not to be used for towing or mooring.
- 2.4 SBRF personnel will provide crane service, in preparation of the vessel for departure from its current mooring position. The Contractor shall provide all other material, equipment, personnel, and resources required to prepare the vessel for the inland tow. This includes but is not limited to, marine chemists, generators, pumps, hoses, temporary lighting, certificates and regulatory body notifications and approval.

3 Work Description:

The Contractor shall perform all required tow preparations necessary to tow the vessel from the SBRF to the Contractor's facility and back.

- 3.1.1 The Contractor is required to coordinate all vessel tow preparations with and between the Marine Surveyor/Insurance Underwriters, SBRF, USCG, and any other regulatory agencies to ensure the vessel is surveyed and prepared for the inland tow as efficiently and at the least cost.
- 3.1.2 The Contractor shall ballast the vessel to the desired trim and stability as required by the marine surveyor's Trip In Tow Report and the USCG for the inland tow and as required to safely dry-dock the vessel.
- 3.1.3 The Contractor shall perform the tow preparations at the SBRF. The contractor shall clearly identify in their performance schedule the tow preparation activities to be accomplished
- 3.1.4 Contractor will meet, as required with the COTR, the Fleet Program Manager, USCG, marine surveyor and towing contractor upon completion of all required surveys and inspections to discuss actions and plans resulting from surveys and inspections. The Contractor shall provide a liquid loading plan that will cover the methodology to safely transfer any liquids on board the vessel and or ballasting of the vessel to the required

Deleted: <#>The Contractor is required to meet with the COTR, the Fleet Program Manager, USCG, marine surveyor and towing contractor as required to discuss actions and plans resulting from surveys and inspections. The Contractor shall provide a liquid loading plan that will cover the methodology to safely transfer any liquids on board the vessel and or ballasting of the vessel to the required trim and stability for the inland tow and dry-docking evolution resulting from an authorized Marine Surveyor's trip in tow survey. The liquid loading plan shall be submitted to the COTR, with a copy to the Fleet Program Manager prior to commencement of the transfer of liquids on the vessel and or ballasting of the vessel for trim and stability. The liquid loading plan shall address all aspects of liquid transfer on board the vessel and or ballasting the vessel, in detail, including electrical power requirements, pumps, tank opening and closing plan, liquid transfer plan and emergency response actions. The liquid loading plan must be compliant with the trip in tow survey and shall include the appropriate safety requirements necessary to secure the vessel at the end of each work shift. The transfer of all liquids on board the vessel, regardless of the source and the destination, shall be part of the liquid loading plan. Under no circumstances will liquids be discharged overboard from the vessel without first consulting with the Fleet Program Manager and obtaining all required regulatory approvals.¶

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Item 0402AB (OPTIONAL)

Supplemental and Unit Pricing

VESSEL INLAND TOW PREPARATIONS; ACCOMPLISH

trim and stability for the inland tow and dry-docking evolution resulting from an authorized Marine Surveyor's trip in tow survey. The liquid loading plan shall be submitted to the COTR, with a copy to the Fleet Program Manager prior to commencement of the transfer of liquids on the vessel and or ballasting of the vessel for trim and stability. The liquid loading plan shall address all aspects of liquid transfer on board the vessel and or ballasting the vessel, in detail, including electrical power requirements, pumps, tank opening and closing plan, liquid transfer plan and emergency response actions. The liquid loading plan must be compliant with the trip in tow survey and shall include the appropriate safety requirements necessary to secure the vessel at the end of each work shift. The transfer of all liquids on board the vessel, regardless of the source and the destination, shall be part of the liquid loading plan. Under no circumstances will liquids be discharged overboard from the vessel without first consulting with the Fleet Program Manager and obtaining all required regulatory approvals.

- 3.2 Tow preparations shall commence only after all required surveys have been accomplished and one final listing of tow preparations has been published and the required meeting with the COTR, Fleet Program Manager and marine surveyor has taken place.
- 3.3 The Contractor is responsible for ensuring all USCG inland towing and transfer requirements including, but not limited to, towing preparations and engineering including preparation of stability calculations as required, are met for the vessel prior to its departure from the SBRF. The Contractor is responsible for all tow preparations required by USCG and Independent and/or Insurance Surveyors.
- 3.4 The Contractor shall ballast and de-ballast the vessel as necessary to achieve trim and stability acceptable for tow and dry-docking. The vessel's ballast system is not available for the contractor's use. The Contractor shall provide electrical power, portable pumping equipment, hoses and temporary lighting as required.
- 3.4.1 The Contractor will be responsible for opening manholes in ballast tanks as necessary to pump in and remove any ballast with portable pumps. The contractor shall empty completely any tanks which he has so used together with associated ballast suction piping, valves, manifolds, strainers, pumps, bilges, drain wells or any other areas which may become filled with water in the ballasting process.
- 3.4.2 The Contractor must obtain permission from the Fleet Program Manager before he opens any ship's tank. **UNDER NO CIRCUMSTANCES WILL ANY TANK MANHOLE BE LEFT OPEN AFTER THE NORMAL WORKDAY WHILE SHIPS REMAIN AT THOSE SITES AND UNDER MARAD CUSTODY.**

Item 0402AB (OPTIONAL)

Supplemental and Unit Pricing

VESSEL INLAND TOW PREPARATIONS; ACCOMPLISH

3.4.3 Verify Soundings. Prior to beginning the work, the Contractor shall obtain from the Fleet Program Manager the most current tank soundings and shall verify the tank soundings.

3.5 Tank Status Chart. Using references 6.1, 6.2, 6.3 and this specification as guidelines, the contractor shall prepare and maintain a chart which indicates the name, compartment number, liquid load and work status (open, clean, to be emptied prior to redelivery, final closure inspection, final closure witnessed) of all ship's tanks being worked under this specification.

3.5.1 The Contractor shall prepare the tank status chart and update it on a daily basis from the time he first obtains COTR permission to prepare the vessel for the inland tow until the vessel departs the SBRF for docking at the Contractor's facility.

4 Performance Criteria/Deliverables:

4.1 Below is list of known performance criteria and deliverables. It is not intended to be comprehensive and the Contractor shall be responsible for providing additional reports and project status documentation as necessary to accomplish the scope of the work specifications.

4.1.1 Performance Schedule – Prior to meeting with COTR, Fleet Program Manager and Marine Surveyor

4.1.2 Vessel tow preparation report and liquid loading plan. – Prior to meeting with COTR, Fleet Program Manager and Marine Surveyor

4.1.2.1 Daily Tank Status Report. – Daily

4.1.2.2 The Contractor shall provide a listing of purchased equipment necessary to complete this work specification. – Prior to departure from SBRF

4.1.2.3 The Contractor shall provide a listing of Contractor furnished equipment (CFE) used to accomplish this work specification that the Contractor requires to be removed from the vessel upon its return to the SBRF.

5 Materials:

5.1 Equipment purchased by the Contractor in the performance of this specification that are reusable for the preparation of other vessels for tow from MARAD fleet sites are the property of the Maritime Administration. Such items may include but are not limited to items such as; Mooring Lines, Emergency Towing Hawsers, Float Lines, Navigation Lights, Towing Shapes, Jacob Ladders, Emergency Generators, Pumps and Hoses. The Contractor shall provide a list of the materials purchased to accomplish this work item to the COTR prior to the vessel's departure from the SBRF. These materials shall remain on the vessel for the return trip to the SBRF.

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VESSEL INLAND TOW PREPARATIONS; ACCOMPLISH

5.2 Equipment furnished by the Contractor in the performance of this specification shall be returned to the Contractor after the vessels return to the SBRF. The Contractor is responsible for arranging for the removal of the equipment from the vessel and transit to the Contractor's designated location.

6 References:

6.1 Trim and Stability Booklet (if available).

6.2 CAPACITY PLAN (if available).

6.3 SBRF Fleet Operations Group, Tank Soundings for the vessel (provided by the SBRF).

6.4 General CLIN 402AB: Trip In Tow Survey

6.5 Section H, clauses Indemnity and Insurance and Indemnity and Insurance (Additional).

6.6 Reserve Fleet Safety Regulations

7 Notes:

7.1 Point of contact for SBRF Fleet Program Manager is Joe Pecoraro (707) 745-0487.

Item 0402AC (OPTIONAL)

Supplemental and Unit Pricing

TOW FROM CONTRACTOR'S FACILITY TO SBRF

**1. Item Name: TOW FROM CONTRACTOR'S FACILITY TO SUISUN BAY
RESERVE FLEET (SBRF): ACCOMPLISH**

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2. Scope of Work:

2.1 Location: Ship is presently dry-docked at the Contractor's facility.

2.2 Identification: Transit to Suisun Bay Reserve Fleet (SBRF).

2.3 Intent: It is the intent of this specification that the Contractor tow the vessel, in "AS-IS, WHERE-IS" "cold" plant condition, from its present location at the Contractor's facility to the SBRF where it shall be moored in a location specified by the SBRF Fleet Program Manager, immediately upon arrival.

3. Work Description:

3.1 The Contractor shall provide all other material, personnel, assist tugs, resources required to tow the vessel from its current position and tow to the SBRF where it shall be moored upon arrival. This includes but is not limited to tug boats, line handlers, riding crew (and sanitary facilities), pilots, certificates and regulatory body notifications and approval. The Contractor shall be responsible, with SBRF assist, for re-securing any vessels in the nest that have been disturbed by the mooring of the subject vessel. SBRF personnel will provide crane service and escort services for contract personnel in securing the vessel in its final mooring position.

3.1.1 For estimating purposes Contractor shall assume that the vessel returning to the fleet from the Contractor facility will be moored on the outside of a nested row.

3.2. If required, MARAD will accomplish the Notification of Intent (NOI) to the Environmental Protection Agency that the vessel is now subject to the requirements of the NPDES Vessel General Permit. The Contractor shall be responsible for ensuring that the vessel is in compliance with the NPDES Vessel General Permit while under tow, and for all the inspections, record keeping, and reporting requirements under the NPDES Vessel General Permit, with the exception of filing the Notices of Intent and Termination, which will be filed by MARAD. Under no circumstances will liquids be discharged overboard from the Obsolete Vessels(s) while under tow except as permitted under the NPDES Vessel General Permit. MARAD will notify the Contractor as to whether an NOI is required and/or has been applied for each vessel

Non-Retention Vessels

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Supplemental and Unit Pricing

TOW FROM CONTRACTOR'S FACILITY TO SBRF

4. Performance Criteria/Deliverables:

4.1 Remove the vessel from the contractor's facility and safely deliver it to the SBRF.
Moor the vessel as specified by SBRF Fleet Program Manager.

4.2 Comply with the NPDES Vessel General Permit requirement during vessel towing.

5. References:

5.1 CLIN Item 0201 Dry-docking; Paragraph 3.7

6. Notes:

6.1 Contractor shall credit all costs associated with the transfer of the vessel from the dry-dock to the wet berth and deployment of an oil containment boom at the wet berth as covered under CLIN Item 0201 Dry-docking; Paragraph 3.7

6.2 Contractor shall credit all costs associated with providing a gangway at the wet berth covered under CLIN Item 0105 Gangway; Paragraph 3.1

6.3 Point of contact for SBRF Fleet Program Manager is Joe Pecoraro (707) 745-0487

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Item 0402AD

Supplemental and Unit Pricing

TRIP IN TOW SURVEY

1. Item Name: TRIP IN TOW SURVEY; ACCOMPLISH

2. Scope of Work:

a. Location of Work: On board the vessel at the Suisun Bay Reserve Fleet (SBRF) in Benicia, California.

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b. Identification: Trip in Tow Survey.

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2.3 Intent: It is the intent of this specification that the Contractor shall survey the vessel in it's "AS-IS, WHERE-IS" "cold" plant condition for an inland tow from its current moored position in the Suisun Bay Reserve Fleet (SBRF) to the Contractor's facility and back.

2.4 The Contractor shall provide all material, equipment, personnel, and resources required to survey the vessel for the inland tow and provide a Trip in Tow Report.

3. Work Description:

3.1 The Contractor shall procure the service of a qualified Marine Surveyor and/or Insurance Underwriter to attend the vessel and prepare a Trip in Tow survey that shall determine the scope of necessary preparations required to tow the vessel from the SBRF to the Contactor's facility and back. The Contractor shall provide the COTR an official copy of the Surveyor's Trip in Tow report upon submission of pricing for the vessel.

3.1.1 The Contractor shall provide the services of a recognized Salvage Association or Qualified Marine Surveyor with expertise in towing requirements to certify the adequacy of the vessel to be towed

3.1.2 A Salvage Association or Qualified Marine Surveyor is defined as a surveyor qualified to perform surveys for an inland trip-in-tow and whose work and recommendations are acceptable to any major marine underwriter or classification society.

3.1.3 The Marine Surveyor is required to meet with the COTR, the Fleet Program Manager, USCG, and towing contractor as required to discuss actions and plans resulting from surveys and inspections.

3.1.4

4. Performance Criteria/Deliverables:

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Supplemental and Unit Pricing

TRIP IN TOW SURVEY

4.1 Below is list of known performance criteria and deliverables.

4.1.1 Notification that the Marine Surveyor/Insurance underwriter has been scheduled to attend the vessel – upon award of the task order.

4.1.2 Marine Surveyor Trip in Tow recommendation report shall be provided to the COTR upon submission of pricing for the vessel.

5 References:

5.1 Trim and Stability Booklet (if available).

5.2 CAPACITY PLAN (if available).

5.3 SBRF Fleet Operations Group, Tank Soundings for the vessel (provided by the SBRF).

5.4 Reserve Fleet Safety Regulations

6 Notes:

6.1 Point of contact for SBRF Fleet Program Manager is Joe Pecoraro (707) 745-0487.

Item 0404

Supplemental and Unit Pricing

WET BERTH AND MOORING

1. Item Name: WET BERTH AND MOORING; PROVIDE

2. Scope of Work:

2.1 Location of Work: Various

2.2 Identification:

2.3 Intent: Provide a daily price for services required to properly secure the vessel in a wet berth at the contractor's facility; establish and maintain proper list and trim; In addition, provide a price for releasing the vessel at the completion of contract period.

3. Work Description:

3.1 Furnish a wet berth (on a daily basis) for the vessel after the dry-docking period. The wet berth mooring facilities, bollards, bitts, and other pier and berth fittings used shall be capable of safely holding the vessel during storm or high wind conditions. Provide the following associated with the wet berth and mooring:

3.2 Fenders between the vessel and piers and other floating equipment to ensure that the vessel's hull plating and hull coating system are protected.

3.3 The contractor shall transfer, add or remove ballast as necessary throughout the contract period to establish and maintain list, trim and stability of the vessel. The vessel's ballast system is not available for use.

3.4 The Contractor shall monitor and maintain existing fire and floating alarms (visual and audible) for the period of time the vessel is in the wet berth.

3.5 The Contractor shall continually monitor the vessels trim and stability while in the wet berth and shall at a minimum conduct a daily inspection of the vessel's accessible spaces to check for water intrusion.

3.6 During the wet berthing evolution all discharges from the vessel must be included in, and covered under, the facility's NPDES permit, or equivalent federal or state water discharge permit.

3.7 A minimum of two (2) feet of water shall be maintained under the vessel's keel for its entire length, at all times and for all tide conditions.

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Non-Retention Vessels

Item 0404

Supplemental and Unit Pricing

WET BERTH AND MOORING

3.8 The Government reserves the right to receive, approve or disapprove any Contractor-proposed berthing arrangement. The Contractor remains solely responsible for the safety of the vessel while in his custody.

4. Performance Criteria/Deliverables:

4.1 Provide a price for daily wet berthing of the vessel in accordance with the specification above.

4.2 Provide a price for releasing the vessel from the wet berth at the completion of contract period.

5. References:

5.1 Section I, subparagraph I.13 Option for Increased Quantity-Separately Priced Line Item.

6. Notes:

6.1. Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

Item 0405 (OPTIONAL)

Supplemental and Unit Pricing

CRANE SERVICE

1. Item Name: CRANE SERVICE

2. Scope of Work:

2.1 Location of Work: Various

2.2 Intent: Provide crane services at the request of the MARAD COTR.

3. Work Description:

3.1 During contract period, the contractor shall provide crane service for the purpose of assistance when required by COTR.

3.1.1 For bidding purposes, estimate the cost of one (1) hour crane service, complete with two (2) riggers. A cumulative total of eight (8) hours shall be considered for Contractor pricing.

3.1.2 Use of cumulative time shall be limited to two (2) hours in any one day to preclude interference with the contractor's scheduled crane work.

4. Performance Criteria/Deliverables:

4.1 Provide unit pricing for one (1) hour of crane service.

5. References:

5.1 Section I, subparagraph I.13 Option for Increased Quantity-Separately Priced Line Item

6. Notes:

6.1. Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

Item 0406 (OPTIONAL)

Supplemental and Unit Pricing

Dry-Dock Lay Day

1. Item Name: DRY-DOCK LAY DAY

2. Scope of Work:

2.1 Location of Work: Contractor's Dry-dock.

2.2 Intent: Provide unit pricing for additional dry-dock lay day at the request of the MARAD COTR.

3. Work Description:

3.1 In addition to the firm-fixed price for dry-docking and undocking the vessel in Item 201, the Contractor shall provide the cost for additional days of vessel in dry-dock. Cost of this item shall be the complete cost of an additional lay day on Contractor's dry-dock when vessel is required to remain on dry-dock at MARAD's request. This cost shall reflect all the lay day dry-docking requirements of Work Item 201. Contractor shall note that if the reason for extended dry-dock is due to Contractor's delay or normal work, this item will not be used.

4. Performance Criteria/Deliverables:

4.1 Provide unit pricing, per gross registered ton, for one (1) dry-dock lay day.

5. References:

5.1 Section I, subparagraph I.12 Lay Days and I.13 Option for Increased Quantity-Separately Priced Line Item

6. Notes:

6.1. Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

Non-Retention Vessels

Item 0407 (OPTIONAL)

Supplemental and Unit Pricing

Dispose of Hazardous Waste

1. Item Name: DISPOSE OF HAZARDOUS WASTE

2. Scope of Work:

2.1 Location: Contractor’s dry-dock.

2.2 Identification: Hazardous waste materials requiring disposal under Resource Conservation and Recovery Act.

2.3 Intent: Purpose of this work item is to dispose of hazardous waste created as a result of marine bio-fouling and paint remediation from vessel underwater, freeboard and topside surfaces.

Deleted: hull

3. Work Description:

3.1 In accordance with the work required by this specification the contractor shall dispose of hazardous waste generated as the result of work accomplished on this vessel, in accordance with all federal, state and local regulations. Disposal of the waste will be approved by the COTR and specified in a contract modification per the unit prices for supplemental work provided by the Contractor and shown in the table below.

Hazardous Waste Type	<u>Price per drum up to 10 drums</u>	<u>Price per drum up over 10 drums</u>
Paint Chips		
<u>Contaminated Water</u>	Price per gallon up to 1,000 gallons	Price per gallon over 1,000 gallons
<u>Contaminated Organic Hull Growth</u>	<u>Price per ton</u>	

Deleted: Price per drum up to 10 drums

Deleted: Price per drum up over 10 drums

Deleted: Contaminated Water

4. Performance Criteria/Deliverables:

4.1 Provide unit pricing per above.

5. References:

5.1 Section I, subparagraph I.12 Lay Days and I.13 Option For Increased Quantity-Separately Priced Line Item.

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Item 0407 (OPTIONAL)

Supplemental and Unit Pricing

Dispose of Hazardous Waste

6. Notes:

- 6.1. Option to be approved by the COTR and specified in a contract modification per the unit prices under this CLIN.

Item 0408 (OPTIONAL)

Supplemental and Unit Pricing

Supplemental Work

1. Item Name: SUPPLEMENTAL WORK

2. Scope of Work:

2.1 Location of Work: Multiple locations.

2.2 Intent: Provide unit pricing for additional general supplemental work discovered during performance and ordered at the request of the MARAD COTR.

3. Work Description:

3.1 Labor: The Contractor shall provide an hourly man-hours labor rate for Supplemental Repair work which shall be a yard wide composite labor rate in included all management, supervision, overhead, G&A, handling charges, freight and profit. The government may order up to 50 percent more hours than the 1,011 hours currently estimated in the CLIN at the same labor rate provided therein.

3.2. Material: There is to be no burden on these charges for either subcontractor costs or material charges. The government may order up to 50 percent more material than the \$11,000.00 currently estimated in the CLIN.

3.3 The Supplemental Work dollars will be allocated by the COTR via Delivery Orders.

4. Performance Criteria/Deliverables:

4.1 Provide Condition Found Report to COTR upon discovery of latent defects that affect the performance of work.

5. References:

5.1 Section H, clause, SUPPLEMENTAL WORK REQUEST and clause, SUPPLEMENTAL GROWTH REQUIREMENTS

6. Notes:

6.1. Option to be approved by the COTR and negotiated under references listed in paragraph 5 under this CLIN.

Item 0415 (OPTIONAL)

Supplemental and Unit Pricing

Temporary Lighting and Ventilation

1. Item Name: TEMPORARY LIGHTING AND VENTILATION; PROVIDE

2. Scope of Work:

2.1 Location of Work: Throughout the vessel

2.2 Intent: Provide temporary lighting and ventilation throughout the vessel as required to safely and properly accomplish work required by this Specification.

3. Work Description:

3.1 The contractor shall provide and maintain temporary lighting and ventilation in areas of the ship requiring entrance of Contractor and/or MARAD personnel due to work required by this Specification.

3.1.1 Contractor shall assume that no shipboard lighting or ventilation systems are available for use during this contract period.

3.2 Temporary lighting shall be equipped with Underwriter Laboratory (UL) approved industrial type shatterproof bulbs and protective cages.

4. Performance Criteria/Deliverables:

4.1 Provide unit pricing to install and remove temporary lighting and ventilation for one (1) tank.

4.2 Provide unit pricing to maintain temporary lighting and ventilation for one tank on a daily basis.

5. References: None

6. Notes:

6.1. Option to be approved by the COTR and negotiated under references listed in paragraph 5 under this CLIN.

Item 0418 (OPTIONAL)

Supplemental and Unit Pricing

Chemist Gas Free Certification

1. Item Name: CHEMIST GAS FREE CERTIFICATE

2. Scope of Work:

2.1 Location of Work: Various

2.2 Intent: Provide the services of a National Fire Prevention Association Certified Marine Chemist and daily rate for Competent Person to inspect, test, and certify that the work sites and systems aboard the vessel are safe for entry, hot work, and that explosive or other dangerous atmospheres do not exist in areas to be accessed or worked.

3. Work Description:

3.1 In compliance with Reference 5.1, provide "Marine Chemist's Certificate" and "Log of Inspections and Tests by Competent Person" (OSHA Form #74) for all areas of the vessel to be worked, inspected or accessed, for the accomplishment of the work. Areas of certification shall be, but are not limited to, tanks, cofferdams, voids, holds, trunks, machinery spaces, engine room/shaft alley bilges, tank tops, and piping systems. "Marine Chemist's Certificate" shall be required and the space certified gas free, prior to any personnel entering or commencement of any hot work or repairs.

3.1.1 After the initial inspection, testing, and certification by the Marine Chemist, the vessel shall be inspected and tested on a daily (work day) basis by a Shipyard Competent Person or Marine Chemist as required to ensure that no changes have occurred to the vessel's condition which would change the certification for any systems or spaces in which work is to occur. If changes occur or new spaces/systems are scheduled for work, a Marine Chemist will inspect same and certify prior to commencement of work.

3.1.2 "Marine Chemist's Certificate" and "Log of Inspections and Tests by Competent Person" (OSHA Form #74) shall be provided as follows:

3.1.2.1 Post the original "Marine Chemist's Certificate" and "Log of Inspection and Tests by Competent Person" (OSHA form #74), protected from the weather, at the access or location of entry of hot work, or in a location designated by the COTR.

3.1.2.2 Post a copy of "Marine Chemist's Certificate" and "Log of Inspection and Tests by Competent Person" (OSHA form #74)

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certificates at a conspicuous location, protected from the weather, in the vicinity of the gangway.

3.1.2.3 Provide to the COTR a legible copy of each "Marine Chemist's Certificate" and "Log of Inspection and Tests by Competent Person" (OSHA form #74).

3.1.2.4 Furnish a Certificate of Certification (OSHA form # 73) to the COTR for Competent Persons.

3.1.3 Furnish certified "Marine Chemist's Certificates" and "Log of Inspection and Tests by Competent Person" (OSHA form #74) as required by this specification for all growth and new work items. The cost of "Marine Chemist's Certificate" and "Log of Inspection and Tests by Competent Person" (OSHA Form #74) shall be included in each growth or new work delivery order.

3.1.4 The contractor shall notify the Certified Marine Chemist and Competent Person before any berthing changes to the vessel are accomplished.

4. Performance Criteria/Deliverables:

4.1 "Marine Chemist's Certification" and "Log of Inspection and Tests by Competent Person" (OSHA form #74) posted near gangway and access points or work area.

4.2 Receipt of a legible copy of "Marine Chemist's Certifications" and "Log of Inspection and Tests by Competent Person" (OSHA form #74) to the COTR.

4.3 Receipt of a certificate of Certification OSHA FORM #73 for Competent Persons.

4.4 Provide unit pricing for a Certified Marine Chemist on a daily basis.

4.5 Provide unit pricing to maintain Marine Chemist Certificates by an OSHA Qualified Competent Person on a daily basis.

5. References:

5.1 OSHA 29 CFR, Part 1915

6. Notes:

6.1. Option to be approved by the COTR and negotiated under references listed in paragraph 5 under this CLIN.

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In the event that pressurization to the manifold is lost for any reason, the contractor must terminate all heat-producing evolutions (such as hot work) and all fire-hazardous evolutions (such as spray painting), until pressure to the manifold is restored. The contractor shall submit a Condition Report to the COTR identifying the cause and corrective action taken within 24 hours of the occurrence.

3.2 Provide a total of six (6) fifteen pound CO2 fire extinguisher to be placed three (3) each at the bow and stern. These extinguishers are to be used exclusively for fighting fires and are not to be used for fire watch use during hot work.

3.3 Within 8 hours after the vessel's arrival, the contractor will tour the ship, with a senior representative of the organization having primary responsibility for major fire fighting responsibility (shipyard fire department or local public fire department), and the COTR.

3.4 Provide trained fire watch personnel, in accordance with Paragraph 5.1; and appropriate fire fighting equipment during all hot work operations, including but not limited to welding, grinding, chipping and cutting. Fire watches and equipment shall meet the following requirements as a minimum:

3.4.1 All personnel assigned as fire watches shall be dedicated to that task and no other.

3.4.2 Each fire watch shall be equipped with a fully charged and operable fire extinguisher, and will remain at the job site for at least 30 minutes after the completion of the hot work.

3.4.3 No more than four workers performing hot work shall be attended by a single fire watch, and the fire watch shall have clear view and immediate access to those four workers.

3.4.4 If multiple blind compartments or spaces are involved in any hot work job, fire watches shall be posted simultaneously in each area.

3.4.5 Where hot work is performed on a bulkhead, overhead, or deck, combustible material will be removed from the vicinity of the hot work on the opposite side and a fire watch will be posted at each location.

3.5 Use fire retardant materials aboard or immediately adjacent to the ship for temporary staging, covers, deck covering, and ventilation ducts.

3.5.1 Storage of material aboard the vessel shall be limited to that which is required for the work in progress.

3.5.2 Crating and packing shall be removed prior to bringing material or equipment aboard, unless necessary for handling, in which case the crating and packing shall be removed immediately after it is brought aboard.

3.6 Flammable liquids with a minimum flash point of 150°F or less, including degreasers, solvents, and fuels shall not be kept aboard the vessel when not in use.

1. Item Name: PARTIAL REMOVAL OF TOP SIDE EXFOLIATING PAINT, ACCOMPLISH

2. Scope of Work:

2.1 Location: Contractor's Dry-dock.

2.2 Intent: Purpose of this work item is to remove loosely adhered and exfoliating paint from specified topside horizontal and vertical surfaces of the vessel situated such that exfoliating paint that breaks free is likely to fall over the side and into the water. The specific work areas shall be identified by the MARAD COTR during a joint vessel inspection and survey and are as described in the work requirements below.

3. Work Description:

3.1 Contractor shall high pressure water wash designated topside horizontal and vertical surfaces of the vessel, as designated by the MARAD COTR, including decks, equipment, piping, superstructure, deckhouse and overhead surfaces. Included in areas of the superstructures shall be uncovered bridge wings directly exposed to the weather and the first ten (10) feet of the fore-to-aft and athwart ship passageways directly exposed to the weather. Areas of the main deck shall be limited to the area ten (10) feet inboard from vessels sides, port and starboard. Water pressure shall be of sufficient pressure (a minimum 3,500 p.s.i. to a maximum 5,000 p.s.i.) to remove all loosely adhered paint and exfoliating paint.

3.1.1 Tightly adherent mill scale, rust, and coating may remain on the surface. Mill scale, rust, and coating are considered tightly adherent if they cannot be removed by lifting with a dull putty knife after high pressure water wash has been performed.

3.1.2 Contractor shall clean remove all debris and paint from deck drains and overboard scuppers.

3.2 Contractor shall gather all existing loose debris from the the vessel generated as a result of the work described in 3.1., as well as, all paint removed as a result of this work item and dispose of them in accordance with Work Items 112 and 407.

4. Performance Criteria/Deliverables:

- 4.1 Disposal of all waste generated from this item shall be handled and disposed of in accordance with Work Items 112 and 407.
- 4.2 Contractor shall perform a final walkthrough with the MARAD Representative (COTR) prior to completion of this item. Contractor shall provide all equipment, staging, man lifts, etc required to establish that paragraph 3.1.1 has been satisfied.

5. References: None

6. Notes: Potential Hazardous Material and Biohazard Notice to Contractor

- 6.1 Asbestos is present aboard this vessel, and in some areas may be friable. This work may cause asbestos to become airborne, so for the protection of the contractor's employees, it is recommended that the necessary precautions (monitoring, testing, personnel protection, etc.) be taken in accordance with OSHA regulations, until Contractor deems that no threat exists in work areas related to this specification.
- 6.2 Bio hazards may exist aboard this vessel. Contractor shall proceed in accordance with their own established procedures. Accumulated bird excrement on vessel surfaces, primarily pigeon droppings, provides an excellent growth medium for organisms of potential human health concern of which Cryptococcus and Histoplasmoses are the most prevalent. Cryptococcus and Histoplasmosis infections typically occur by inhaling the pathogenic spores through the nose and mouth. Therefore, bird droppings are most dangerous when they are dry and subject to becoming airborne as a fine dust, particularly when disturbed by various activities including walking, sweeping or scrapping. Germicides can be applied to accumulated droppings prior to any type of cleanup however; their effectiveness is not proven.