



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

November 22, 2022

Addendum No. 1

Contract No.: DA00558

WBS Element: 16.33001

M/V Cedar Island Credit Drydock (CDD)

To Whom It May Concern:

Reference is made to the proposal and plans previously furnished for this project.

The following revisions have been made to the proposal and plans:

DA00558 Proposal Changes:

Pg. 52 – Section 1.4.1 paragraph 2: Added “or **P.E. Certification**” for lifting facility

Pg. 54 – Section 1.4.2: **Struck thru “and Anode”**

Pg. 66 – Section 7.1: **Struck thru “The Contractor shall inspect the vessel before bidding to satisfy himself/herself as to the approximate bilge slop quantity and constituent mixture.”**
Added

“The Contractor shall anticipate removing 2,000 gallons of bilge slop quantity. Extra removal will be addressed via Supplemental Agreement.”

Pg. 68 – Section 7.4 Changed “numbering” TO
“items a) through d)”

Pg. 68 – Section 7.4: **Struck thru “NCDOT Representative is to provide a list of specific hatches requiring maintenance.”**

Pg. 69 – Section 7.5: **Struck thru “all of”**

Pg. 70 – Section 8.3: **Changed to 8.4. Change “a) thru e) in Section 8.4” to “f) in Section 8.4”**

Pg. 70 – **Section 8.2: Strike through 8.2.5**

Pg. 70 – **Section 8.2: Strike through 8.2.7**

Pg. 71 – Section 8.4 a): **Struck thru “or repaired by the contractor.”**

Pg. 75 – Second paragraph struck thru potable and added MSD.

Pg. 82 – Section 12.4: changed from one hour to four hours.

Pg. 85 – Section 15.4: **Struck thru “Commercial Blast or by other equivalent standard surface preparation.”**

Added

“Contractor shall mechanically or by hand SSPC-SP-11 all areas that are not accessible by blasting.”

Pg. 85 – Section 15.4 paragraph 2 **added: using Prep #88 cleaner. Dilute 3 to 1 (1 part #88 / 3 parts water)**

Pg. 86 – Section 15.4: **Struck thru “Commercial Blast or by other equivalent standard surface preparation.”**

Added

“Contractor shall mechanically or by hand SSPC-SP-11 all areas that are not accessible by blasting.”

Pg. 87 – Section 17.1 a) **Struck thru “and miscellaneous details”**

Added

Curtain plates and bulwark, rescue boat davit, masts, car deck overhang

Pg. 87 – Section 17.1 f) Anchor and anchor chain shall be removed, blasted and repainted black using Amercoat 229T black applied @2.0-3.0 Mils DFT

Pg. 93 m) – Added “if needed via supplemental agreement.”

Pg. 93 Section 19.4.2 **Struck thru “It is anticipated that at minimum”**

Pg. 95 Section 20.4.1 d) **changed rudder stock to tail shaft**

Pg. 96 Section 20.4.1 h) **Struck thru “at NCDOT representatives’ discretion”**

Pg. 96 Section 20.4.1 h) **Struck thru “if needed. It is anticipated” and “will need replacement”**

Pg. 98 – Section 21.6 Changed “numbering” TO
“items a) through c)”

Pg. 98 – Section 21.8 added **“b) The total coolant for all engines is approximately 250 gallons.”**

Pg. 99 – Section 22.2.2 – “Deck and Bottom Schantling” changed to “Deck and Bottom Scantling”.

Pg. 99 – Section 22.2.3 – Struck thru

Pg. 100 – 22.4 Struck Thru paragraph 4 and inserted new paragraph.

“Move old escape ladder from MSD space to new hatch location. Contractor to install two brackets on the underside of the car deck to hang the top end of the escape ladder. Brackets and hardware shall be sized to support the weight of the ladder plus a 250lb person. Remove deck plating directly under new ladder location. Install two appropriately sized flat bar steel brackets on top of the existing scantlings below new hatch location with gussets to provide additional support and stability for attachment of lower ladder end. Trim deck plate around ladder and reinstall deck plating. Renew all hardware and attached ladder to new ladder supports. All structures and ladder supports shall be welded 100% continuous.”

Pg. 102 void old page and add new Pg. 102

Pg. 103 – Changed: “PILOT HOUSE” to “EOS”

Pg. 103 – Changed: “METAL PLATE” to “ACCESS PLATE”

Pg. 103 – Item 25.4 Paragraph 2: Added “to SSPC-SP11” and paint....

Pg. 103 – Changed payment to *Generic Ferry Item (Install Access Cover in EOS)*

Pg. 106 – Section 27.4 – Paragraph 11 – After first sentence added **“Contractor to provide and install condensate pump if gravity drain feed cannot be accomplished.”**

Pg. 108 – Changed from “All drains to be tested and replaced if they are not properly functioning.”

TO

“All drains to be cleaned, tested and condition report to be provided. If replacement is needed will be addressed by Supplemental Agreement.”

Pg. 112 – Section 33.4 added: **Provide condition report. Any drain pipping that cannot be cleared will be addressed by Supplemental Agreement**

Bid Form

Revised quantity for Line Item #4 from 5 SF to 50 SF

Revised description of Line Item #14

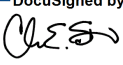
Revised description of Line Item #19

Additional Drawings

240-65 pgs. 1-3 – Rescue Boat Installation
06-133 pg. 1 – Global Davit GmbH
NC240-0064 pgs. 1,3 – Fuel Oil Piping
NC-240-0081 Rev5 pgs. 1-4 – Deck and Bottom Scantling and USCG Approval Letter
NC-240-0041 Rev8 pgs. 1-2 – Electrical One Line and USCG Approval Letter
NC240-0075 pgs. 1-2 – HVAC & Machinery Ventilation Arr. & Details and USCG Approval Letter
HVAC Submittals
HVAC Pictures
Stock Water Tight Closing Seat
Global Davit Manual
Global Davit 5-year Checklist

The amended EBS File (DA00558.001x) has been uploaded. We apologize for any inconvenience.

Sincerely,

DocuSigned by:

CDAEAC77A6394FB...

C. E. Slachta
Division Contract Engineer

Cc

C. W. Bridgers, Jr., PE
R. W. Midgett, PE
R. K. Sawyer, PE
M. B. Gill, PE
E. S. Sedlacek

PROJECT TECHNICAL SPECIFICATIONS

1.0 TAKE CONTROL AND DRY DOCK M/V CEDAR ISLAND:

1.1 Description:

This section describes the requirements for the Contractor to receive, take complete control of, dry dock and undock the vessel, and redeliver the vessel to the NCDOT when all work indicated in the Contract Documents is complete.

1.2 References:

1.2.1 DWG NC-240-0024 Docking Plan

1.3 Owner Furnished Equipment:

Shore Power Plug & Pigtail

1.4 Requirements:

1.4.1 Take Control:

The Contractor shall provide and submit one copy of the facilities "Dry Dock Certification" with the Coast Guard's approval. Please submit prior to drydocking the vessel.

The Contractor shall present a U.S. Navy or American Bureau of Shipping certificate or P.E Certification for the lifting facility, at the block inspection called out in this section. If a mechanical lifting facility is utilized, certificates indicating size, type and age of any cables used for lifting or hauling the vessel will be provided to the Owner prior to dry docking the vessel.

The NCDOT vessel operator will move the vessel from the vessel mooring to the Contractor's shipyard and, upon completion of all work and re-delivery to the NCDOT will return it to the vessel's typical mooring at NCDOT expense.

Upon arrival at the Contractor's facility, the Contractor shall provide adequate docking facilities, soft fenders, mooring lines, and line handlers and moor the ship safely. Mooring lines shall accommodate the vessel's draft and will allow the vessel to safely rise and fall with the tide so no damage occurs to the vessel or facility while it is moored to the Contractor's facilities. Mooring lines shall be sized and configured to accommodate the vessel and all reasonably anticipated weather occurrences for the Contractor's facility.

While moored but before ships power is secured and the vessel placed on shore power, NCDOT and the Contractor shall cycle the various systems on board the vessel and prove their operation.

Provide all staging, tarpaulins, weather covers, closures, and aerial apparatus necessary to accomplish the repairs and/or inspection work detailed in the Contract Documents.

1.4.2 Docking

The Contractor shall meet with the NCDOT Representative at least eight (8) hours before the dry-docking and jointly inspect the dry dock and block arrangement. At this joint inspection, the Contractor shall finalize the time and date of the dry-docking and demonstrate the following:

- a) Blocks are set per Reference 1.2.1, [M/V Cedar Island] "Docking ~~and Anode Plan,~~" within the tolerances detailed in this section. Once vessel is docked NCDOT requires an AutoCad version of the contractors docking plan and as-built anode locations. This shall include discussion and inspection of the following: the height of reference plane for setting the blocks, the physical reference on the dry dock used to set block heights, height and location of keel blocks, height and location of side blocks, and any special block arrangements to accommodate hull projection, openings, or underwater body work directed by the Contract Documents. Where a floating dry dock will be used to dry dock the ferry, the Contractor shall demonstrate by discussion, engineering drawing, or actual inspection that the blocks, and the ferry, will land on significant structure beneath the caisson deck. If deviations from the blocking plan described in Reference 1.2.1 are proposed, the Contractor shall supply the NCDOT Representative with calculations justifying the deviation no less than 2 normal business days prior to the dry-docking of the vessel. If these calculations are not provided and/or this calculation review period is not met, the NCDOT has the right to delay the docking of the vessel in order to accomplish the calculation review, at no additional cost to NCDOT.
- b) Details of the Contractor's docking plan and procedure will cause the ship to land in accordance with Reference 1.2.1. The Contractor shall display the system intended to indicate the ship's fore and aft and athwartships position (for landing) over the dry dock. This shall include fore and aft centering marks or devices, square marks or devices to position the ferry ends, and divers' visual aids.
- c) The dry dock is structurally sound and pumping systems (if applicable) are in good condition, and that the dry dock is as declared in the Dry Dock Certificate submitted with the Contractor's bid.
- d) There is an adequate communications system between all persons at all docking stations, tugs, and the vessel.
- e) Estimated side clearance for the ship.
- f) A visual gauge system for measuring the height of the water over the blocks.

6.0 OPEN, CLEAN, AND CERTIFY GAS FREE: BILGES, HOLDS AND ENCLOSED AREAS:

6.1 Description:

This section describes the requirements to clean and gas free the vessel to accommodate ordered work and inspections.

6.2 References:

DWG NC-240-0006 Inboard Profile and Hold Plan

6.3 Owner Furnished Equipment:

None

6.4 Requirements:

The Contractor shall open, clean, dewater if necessary, dry, and gas free the bilges, accessible voids, holds and enclosed areas in way of the hull, as indicated in this section, to facilitate complete inspection of the vessel's structure. The Contractor shall remove all docking plugs (if any) for skegs, rudders, and other inaccessible voids as applicable, and report conditions found. **NOTE:** Skegs and cap rail **ARE** "float coated," so all inaccessible voids shall be gas freed and certified only if hot work is anticipated or indicated by the Contract Documents. Float Coat shall be replaced by contractor at no cost to NCDOT.

The Contractor shall utilize a National Fire Protection Association-certified marine chemist to certify the compartments "Safe for Personnel" to accommodate the USCG and NCDOT inspections. Where hot work is anticipated, or indicated by the Contract Documents and Special Provisions, the Contractor shall require the marine chemist to certify the compartments "Safe for Personnel and Safe for Hot work." The Contractor shall maintain gas free certification, for the full term of the performance period or until the NCDOT Representative authorizes closure. Gas free certifications shall be maintained by daily Competent Person inspections, per Title 29 of the Code of Federal Regulations (29 CFR 1915) and in accordance with all conditions and restrictions directed by the marine chemist at the time of initial certification. Copies of all gas free certificates and the daily Competent Person inspection log shall be posted conspicuously on the vessel and a copy shall be provided to the NCDOT Representative.

Open, ventilate if required and certify gas free and safe for entry, pump dry and clean all accessible voids, holds, pump rooms and machinery spaces under the Main Deck on the vessel. The Contractor shall completely clean the above-specified areas to remove all water, fuel, oil, and grease fouling, then wipe and ventilate the bilges dry. The Contractor shall remove and dispose of bilge slop in all bilges and shaft alleys throughout the vessel. The Contractor shall dispose of all removed materials and waste in accordance with all local, state, and federal regulations. ~~The Contractor shall inspect the vessel before bidding to satisfy himself/herself as to the approximate bilge slop quantity and constituent mixture.~~ The Contractor shall anticipate removing 2,000 gallons of bilge slop quantity. Extra removal will be addressed via Supplemental Agreement. After bilge slop removal, the Contractor shall hot-water-and-detergent clean the bilges and shaft alleys, remove debris, pump dry, and properly dispose of the contaminated cleaning solution and debris. At the completion of all work indicated in the Contract Documents, re-

7.0 MAIN DECK HATCH MAINTENANCE AND REPAIR & MAIN DECK WATERTIGHT DOOR REMOVAL:

7.1 Description:

This section describes the requirements to inspect, repair, and test the main deck hatches. Contractor shall take into consideration work associated with “Open, Clean and Certify Gas Free: Bilges, Holds, and Enclosed Areas” of this section and closely coordinate this work. This section also covers the removal of all the watertight doors maintenance and repair on the main deck.

7.2 References:

- 7.2.1 DWG NC-240-0005 Outboard Profile
- 7.2.2 DWG NC-240-0006 Inboard Profile and Hold Plan
- 7.2.3 DWG NC-240-0007 Arrangement Main Deck and Above
- 7.2.4 DWG NC-240-0093 Machinery Hatch Details

7.3 Owner Furnished Equipment:

None

7.4 Hatch Requirements / CHECKPOINT:

The Contractor shall complete the following work on deck hatches:

- a) Contractor shall open and inspect condition of hatch insert rings, hatch gaskets, and hatch operating mechanisms. ~~NCDOT Representative is to provide a list of specific hatches requiring maintenance.~~
- b) Complete inspections and submit a condition found report no later than fifteen (15) working days after taking control of vessel, or within 3 days of opening hatches, whichever comes first Condition found report must include any missing fasteners. Failure to report fasteners will assume fasteners were damaged or lost by the shipyard and be required to be repaired or replaced at shipyard expense. Close manholes when directed with a new gasket and sealant.
- c) Any hatch required to be opened to fulfill the scope of work in the contract must be fitted with a new gasket, and sealed watertight at the contractor’s expense. Watertight integrity of all hatches and manholes must be proven to USCG and NCDOT representatives by contractor at contractor’s expense. Based on NCDOT’s inspection of vessel, Contractor shall budget to replace [12] ø18” QAWTH gaskets and [1] 75”x48” Machinery Hatch [DWG NC-240-0007], as directed by the NCDOT Representative.
- d) Additional equipment may be recommended to be replaced by Contractor, subject to agreement by NCDOT. These repairs or renewals shall be paid by Supplemental Agreement.

7.5 Watertight Door Removal and Replacement Requirement:

The contractor shall remove ~~all of~~ the watertight doors on the main deck leading to the CO₂ Containment Area and Engine Room. Once doors are removed, the contractor shall inspect, provide a condition found report and preform any routine maintenance or repair of the doors including replacing the gasket, cleaning retaining area, prime and paint, bushings and pins. Then contractor shall reinstall doors in original locations.

7.6 Tests, Trials and Documentation:

Following refurbishment and re-installation of all hatches and doors, Contractor shall prove all deck hatches watertight when subjected to low pressure or hose wash. Water test all main deck WTD with USCG present. The main deck watertight doors shall be chalk tested for the USCG. Contractor to deliver Condition Found report.

7.7 Payment:

Include all costs associated with repairs and modifications to the various items outlined in this Special Provision in the lump sum contract price for *Generic Ferry Item (Main Deck Hatch Maintenance and Repair)* and *Generic Ferry Item (Remove all Main Deck WTD, Maintenance, Repair, and Reinstall)*. No further compensation will be made.

8.0 SEA VALVES, VALVES, SEA CHEST, AND STRAINER INSPECTION:

8.1 Description:

This section describes the requirements to remove, disassemble, open, clean and inspect **all** the vessel's sea water valves, including:

- Sea valves
- Overboard discharge valves
- Scupper valves

Contractor to open, clean and inspect all sea chests and strainers. Written condition found report to be submitted to NCDOT representative withing 3 days of inspection. After inspection and approval NCDOT representative that any needed work is completed, Contractor to reassemble all strainers and sea chests, at NCDOT Representatives. Contractor shall not reassemble any strainers or sea chests without the approval of NCDOT Representative.

Contractor shall also clean 8” crossover pipe between sea chests.

Contractor shall take into consideration work associated with "Sea Water Cooling Systems Inspection and Maintenance" of this section and closely coordinate this work.

Attention is made to the Contractor to note the valve Lockout/Tagout procedures described in Take Control and Dry Dock the [M/V Cedar Island]."

8.2 References

- 8.2.1 DWG NC-240-0068 – Engine Cooling Piping
- 8.2.2 DWG NC-240-0013 Machinery Arrangement
- 8.2.3 DWG NC-240-0063 Fresh Water Piping
- 8.2.4 DWG NC-240-0070 – Fire Main System
- 8.2.5 ~~DWG 09-060 163-01 – Sea Chest~~
- 8.2.6 DWG NC-240-0064 – Fuel Oil Piping
- 8.2.7 ~~DWG 09-060 264-01 – Lube Oil & Dirty System Schematic~~
- 8.2.8 DWG NC-240-0062 – Fills, Vents and Sounds
- 8.2.9 DWG NC-240-0061 – Bilge Piping & Stern Tube Flushing
- 8.2.10 DWG NC-240-0074 Chilled water system

8.3 Owner Furnished Equipment:

See items a) thru f) in section ~~7.4~~ 8.4

8.4 Requirements

The Contractor shall complete the following work on sea valves, overboard discharge valves and scupper valves:

- a) Disassemble all sea valves, sea chest vent valves and all overboard discharge in the Table of Valves for USCG and NCDOT Representative inspection of the interior valve body, seats, under bonnet, stem and packing housing. All valves less than 3” condemned by the USCG Inspector or NCDOT Representative shall be replaced in-kind. ~~or repaired by the contractor.~~
- b) The Contractor shall remove all cover plates in the bulkheads for unrestricted access to the valves and the voids, as indicated in the “Open, Clean and Certify Gas Free Holds and Enclosed Areas” section of these Special Provisions.
- c) Blue the seat contact areas of the discs and perform a blue fit check of the valve seats in the presence of the USCG Inspector and NCDOT Representative.
- d) Following approval of the USCG Inspector and NCDOT Representative, clean the valve components, renew the bonnet gasket or seal, lubricate the valve stem, repack the stem gland and reassemble the valves.
- e) Open and inspect sea water system check valves as listed.
- f) All 3” and above valves condemned by the USCG Inspector or NCDOT Representative shall be replaced or repaired by the NCDOT and returned back to the contractor.
- g) Upon completion of valve restoration and prior to installation, hydrostatically test all restored and new valves to the satisfaction of USCG and NCDOT Representative. NCDOT will hydrostatically test all NCDOT provided valves prior to supplying to the contractor.
- h) Reinstall all valves using new Contractor furnished gaskets (Garlock 3760 or equal) and 316 Stainless Steel fasteners.
- i) Complete inspections and submit report no later than thirty (30) working days after dry-docking.

8.5 Table of Valves

Number	Valve Name	Location	Type
1	Port Main Seachest	AUX. Mach Space	8" Gate Valve
2	STBD Main Seachest	AUX. Mach Space	8" Gate Valve
3	Shaft Cooling Seachest	Engine Room	2" Gate Valve
4	Bilge oily Discharge	Engine Room	1 1/2" Gate Valve
5	Bilge Pump Primer PUMP #1	Engine Room	3" Butterfly Valve
6	Bilge Manifold Aft Engine Room	Engine Room	2" Drop Check Valve
7	Bilge Manifold Aft Center Void	Engine Room	2" Drop Check Valve
8	Bilge Manifold Aft STBD Void 2	Engine Room	2" Drop Check Valve
9	Bilge Manifold Aft Port Void 2	Engine Room	2" Drop Check Valve
10	Bilge Manifold Steering Compartment	Engine Room	2" Drop Check Valve
11	Bilge Manifold Aux Mach Space	Engine Room	2" Drop Check Valve
12	Bilge Manifold Tanke Void	Engine Room	2" Drop Check Valve

Prior to closing MSD tank, contractor shall clean and paint all disturbed areas, replace all gaskets and test for leaks using fresh potable water. Test shall consist of filling the tank $\frac{3}{4}$ of the way to full capacity and apply 1.5 psi pressure for 15 minutes. Any leaks are to be identified, corrections made, and retested by the contractor. **CHECKPOINT:** NCDOT Representative is to witness the MSD leak test.

Once there are no leaks, Contractor is to pump out and dispose to 50% of the ~~potable~~ MSD tank capacity and secure the unit against use for the remainder of the shipyard availability. Within 24 hours of the vessel leaving the shipyard, Contractor is to unsecure the RED FOX TANK Unit and unsecure all lavatories and heads, making them available for use.

Contractor is to also add a GREEN MARINE (CrapZapper)[®] MSD packaged mix. The potable water and "mix" will initiate the biological action inside the unit.

10.5 Tests, Trials and Documentation:

Conduct MSD closeout inspection and final tightness and leak tests. Inform NCDOT Representative and the USCG inspector to provide a witness for MSD closeout. Contractor to supply written condition report of MSD tank.

10.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Sewage System - Clean, Inspect and Perform Maintenance)* and *Generic Ferry Item (Remove All MSD Tank Hatches – Clean, Prep, Paint & Replace All Gaskets)* shall include all costs for cleaning all parts of the MSD tank, disposal, testing, replacement parts and inspections by qualified personnel. No further compensation will be made.

12.0 HIGH-PRESSURE WATER WASH – HULL BELOW DLWL:

12.1 Description:

This section describes the requirements to clean, by high-pressure water wash, the ferry hull below the design load waterline (DLWL) to prepare the ferry for paint, as detailed in these Special Provisions.

12.2 References:

None

12.3 Owner Furnished Equipment:

None

12.4 Requirements:

The Contractor shall clean the rudders, propellers, struts, and hull to approximately 12" above the DLWL to and including the bottom of the keel, by high-pressure water wash at a minimum pressure of 3000 psi. Remove all marine growth, soft fouling and hard fouling on the ferry hull. Start this wash within ~~one~~ four hours of raising the vessel in the dry dock and continue until completed.

The Contractor shall perform a fresh water wash of the subject area using Prep #88 cleaner. Dilute 3 to 1 (1 part #88 / 3 parts water). Allow to stand on surface 10-15 minutes. Fully rinse off all traces with fresh water.

12.5 Tests, Trials and Documentation:

None

12.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (High-Pressure Water Wash - Hull Below DLWL)* shall include all costs associated with high-pressure water wash as detailed in these Special Provisions. No further compensation will be made.

15.0 BLASTING AND PAINTING - HULL BELOW DLWL:

15.1 Description:

This section describes the requirements for blasting and painting the ferry hull (underwater body), from the keel to 12" above the design load waterline.

After high-pressure water washing of the hull, as outlined in the "High-Pressure Water Wash – Hull Below DLWL" section, the Contractor shall blast and paint the hull below the DLWL.

15.2 References:

15.2.1 "General Painting Instructions" as part of these Special Provisions:

15.3 Owner Furnished Equipment:

None

15.4 Requirements:

The Contractor shall blast the hull below the DLWL by abrasive blast to a SSPC-SP-10.=~~Commercial Blast or by other equivalent standard surface preparation.~~ Contractor shall mechanically or by hand SSPC-SP-11 all areas that are not accessible by blasting.

After surface preparation, dry the area with clean dry compressed air. The Contractor shall assure that the areas to be painted are free of dust, dirt, salt, loose paint, moisture, and other contaminants before painting. Contractor shall Chemical Wash Below Water Line after blast – Ensure no conflict with General Paint Specs, using Prep #88 cleaner. Dilute 3 to 1 (1 part #88 / 3 parts water)

Anti-corrosive paint at the perimeter of the blasted areas shall be feathered or otherwise made tight to eliminate paint failure points and present a clean mechanically etched surface for a secure bond with new Primer applied to the blasted surfaces. Coat all bare metal areas the same day they are exposed by blasting. Apply anti-corrosive paint by conventional industrial airless spray or compressed air spray equipment, contractor may utilize brush application for small touch up jobs.

The Contractor shall determine the Manufacturer's minimum and maximum "dry to self-re-coat" criteria and apply the second anti-corrosive coat inside this window.

- The anti-corrosive coating system in these selected areas shall be:

Primer Coat: Amercoat 370 red oxide applied @ 4.0-6.0 Mils DFT

- (NOTE: Paint manufacture requires 2 coats of primer)
- Stripe Coat: Amercoat 370 grey applied @ 4.0-6.0 Mils DFT

Third Coat: ABC #3 red applied @ 4.0-6.0 Mils DFT

15.5 Tests, Trials and Documentation:

None

15.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Blast & Paint - Hull Below DLWL)* shall include all costs for paint and blasting to the hull below DLWL, except for the high-pressure water wash this item will be based upon the Contractor's unit bid price for (*High- Pressure Water Wash – Hull Below DLWL*). Lump Sum prices shall be the total compensation for all labor, equipment, tools, and materials to accomplish the work detailed in these Special Provisions. No further compensation will be made.

16.0 BLASTING AND PAINTING – HULL ABOVE DLWL:**16.1 Description:**

After high-pressure water washing of the hull, as outlined in the "High-Pressure Water Wash – Hull Above DLWL" section, the Contractor shall prep and prepare to blast and paint the hull above the DLWL.

16.2 References:

16.2.1 "General Painting Instructions" as part of these Special Provisions:

14.3 Owner Furnished Equipment:

None

16.4 Requirements:

The Contractor shall blast the hull above the DLWL by abrasive blast to a SSPC-SP-10, ~~Commercial Blast or by other equivalent standard surface preparation.~~ Contractor shall mechanically or by hand SSPC-SP-11 all areas that are not accessible by blasting.

After surface preparation, dry the area with clean dry compressed air. The Contractor shall assure that the areas to be painted are free of dust, dirt, salt, loose paint, moisture, and other contaminants before painting.

Anti-corrosive paint at the perimeter of the blasted areas shall be feathered or otherwise made tight to eliminate paint failure points and present a clean mechanically etched surface for a secure bond with new Primer applied to the blasted surfaces. Coat all bare metal areas the same day they are exposed by blasting. Apply anti-corrosive paint by conventional industrial airless spray or compressed air spray equipment contractor may utilize brush application for small touch up jobs.

The Contractor shall determine the Manufacturer's minimum and maximum "dry to self-re-coat" criteria and apply the second anti-corrosive coat inside this window.

The anti-corrosive coating system in these selected areas shall be:

- Primer Coat: Amercoat 370 red oxide applied @ 4.0-6.0 Mils DFT

(NOTE: Paint manufacture requires 2 coats of primer)

- Stripe Coat: Amercoat 370 grey applied @ 4.0-6.0 Mils DFT
- Third Coat: Amercoat 370 black applied @ 4.0-6.0 Mils DFT
- Finish Coat: Amercoat 229T black applied @ 2.0-3.0 Mils DFT

The paint specified in this Special Provision item shall be applied to the selected areas in addition to the paint detailed in the Special Provision item "Painting – Hull Above DLWL".

16.5 Tests, Trials and Documentation:

None

16.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Blast & Paint - Hull Above DLWL)* shall include all costs for paint and blasting to the hull above DLWL, except for the high-pressure water wash. Payment for this item will be based upon the Contractor's unit bid price for (*High-Pressure Water Wash – Hull Above DLWL*). No further compensation will be made. Lump Sum prices shall be the total compensation for all labor, equipment, tools and materials to accomplish the work detailed in these Special Provisions. No further compensation will be made.

17.0 BLASTING AND PAINTING – SUPERSTRUCTURE:

17.1 Description:

This section describes the requirements for preparing and painting the following areas and installations including but not limited to the following:

- a) Superstructure ~~and miscellaneous details~~, Curtain plates and bulwark, rescue boat davit, masts, car deck overhang
- b) Doors and door frames
- c) Rails and stanchions
- d) Pilot House Visor
- e) Ladders and Stairs
- f) Anchor and anchor chain shall be removed, blasted and repainted black using Amercoat 229T black applied @2.0-3.0 Mils DFT

Paint for this work shall be selected, provided and applied per these Special Provisions and the directives of the Paint Manufacturer's Representative.

- d) Set aside the parts and protect them for re-installation. Mark the matched rudders, tillers and rudder stocks, indexed to their corresponding ends of the ferry.
- e) Suspend, or otherwise support both rudders stock then, remove the lock plates, thrust washers, bearing keepers, and separate the tillers from the rudder stocks.
- f) Lower the rudder stocks from the ship and transport to an inside machine shop for inspection and measurement.
- g) Protect the carrier bearings with temporary cover.
- h) Using feeler gauges, inspect bearings and bushings in rudder tube. Measurements are to be taken at four quadrants, in three separate locations along the length of the bearings and bushings (both ends and the middle). Provide a written report on the condition of the vessels' rudder stock bearings to the NCDOT Representative.
- i) Using feeler gauges inspect Rudder Tubes between bushings. Measurements are to be taken at four quadrants every 1' along the rudder tube between the upper and lower bearing. Provide a written report on the condition of the vessels' rudder stock bearings to the NCDOT Representative
- j) Inspect and measure the wear down on rudder stock at all bearing surface wear down areas. All wear down readings to be taken at three locations along the length of each journal or bearing, and at four circumferential quadrants of each journal, bearing, or bushing.
- k) Thoroughly clean both rudder stocks, mount in a lathe and check by dial indicator or laser methods, for straightness (TIR). Inspect palm welds for cracks. Contractor shall provide a written report measurements of the conditions of the rudder stocks, rudders, and carrier bearing to NCDOT withing 24hours of taking measurements.
- l) Tiller arm connection points to be inspected for wear, and renewed if necessary, as determined by NCDOT representative.
- m) Rudder blade to be repaired, if needed via supplemental agreement. After repair, rudder blade to be blasted and painted in accordance with Paint section of these specs. Anodes to be renewed if needed after paint.

NOTE: If the ship's structure is to be used to handle the rudder stocks, the Contractor shall demonstrate to the NCDOT Representative that the structure will support the load. The Contractor may temporarily stiffen the structure to handle the rudders stocks, at the Contractor's discretion and risk, but shall restore the structure and coatings to the as found condition, or better, upon completion of this work item

19.4.2 CHECK POINT – REVIEW FINDINGS WITH NCDOT:

NCDOT Representative shall review rudder inspection report. NCDOT Representative shall either approve the existing rudder and rudder stock for reinstallation on the vessel, or order that a new rudder or rudder stock be installed. If a new rudder stock is required, it shall be supplied by NCDOT. **Contractor shall not reinstall existing rudder without express, written direction to do so by the NCDOT Representative.** ~~It is anticipated that at minimum~~ the lower bushing and the upper carrier bearing will need to be replaced on each side. Rudder bushing shall be fitted with Duramax Dura Blue Rudder bushing

20.0 PROPELLER AND TAILSHAFT INSPECTION

20.1 Description:

This section describes the requirements to remove, inspect, and re-install both propellers and tailshafts.

20.2 References:

20.2.1 DWG NC-240-0050 Shafting, bearing, stern tubes & Struts

20.3 Owner Furnished Equipment:

NCDOT furnished tail shaft and propellers, if needed as determined by NCDOT representative. All other materials shall be contractor furnished.

20.4 Requirements:

This work must be coordinated with the rudder and rudder stock removal. While in dry dock, the Contractor shall first mark Port and STBD propellers to ensure correct location on reinstall. Remove and inspect propellers for damage. Contractor to repair minor damages. If major damage is found, NCDOT representative shall make decision if new owner furnished propellers will be installed. Tailshaft wear down readings to be taken at all accessible locations. Written reports with findings will be submitted to NCDOT representative within 24 hours of collecting readings. Tailshafts to be removed cleaned and inspected. Stern Tube to be cleaned and inspected. All to be reassembled.

Where new steel is installed or existing paint was damaged by the work performed under this requirement, the areas shall be prepared for and painted to the satisfaction of the NCDOT Representative.

20.4.1 CHECK POINT – REMOVE AND INSPECT PROPELLER, TAILSHAFT, STERN TUBE, AND BEARINGS:

- a) Remove both Propellers. Clean and inspect for cracks, chips, dings, bends, twists and other damages. Written report of condition to be submitted to NCDOT representative with 24hrs of removal.
- b) Remove Rope guards from Stern Tube. Measure and record bearing clearance readings for Aft and Forward Stern Tube Bearings and tail shaft and split roller bearing and tailshaft. Submit findings to NCDOT representative.
- c) Remove both Tailshafts.
- d) Using feeler gauges, inspect all bearings in stern tube and split roller bearing in engine room. Measurements are to be taken at four quadrants, in three separate locations along the length of the bearings (both ends and the middle). Provide a written report on the condition of the vessels' ~~rudder stock~~ tail shaft bearings to the NCDOT Representative.

- e) Using feeler gauges inspect stern tubes between bearings. Measurements are to be taken at four quadrants every 3' along the stern tube between the upper and lower bearing. Provide a written report on the condition of the vessels' rudder stock bearings to the NCDOT Representative
- f) Inspect and measure the wear down on tailshaft at all bearing surface/sleeve wear down areas. All wear down readings to be taken at three locations along the length of each journal or bearing, and at four circumferential quadrants of each journal or bearing.
- g) Thoroughly clean both tailshafts, mount in a lathe and check by dial indicator or laser methods, for straightness (TIR). Inspect and measure sleeves for wear. Contractor shall provide a written report measurements of the conditions of the tailshafts, sleeves, and bearings to NCDOT withing 24hours of taking measurements.
- h) All Stern tube cooling lines, ports and connections to be inspected and replaced by the Contractor ~~at NCDOT representatives' discretion.~~

NOTE: If the ship's structure is to be used to handle the tailshafts, the Contractor shall demonstrate to the NCDOT Representative that the structure will support the load. The Contractor may temporarily stiffen the structure to handle the tailshafts, at the Contractor's discretion and risk, but shall restore the structure and coatings to the as found condition, or better, upon completion of this work item

20.4.2 CHECK POINT – REVIEW FINDINGS WITH NCDOT:

NCDOT Representative shall review tailshaft and stern tube inspection report. NCDOT Representative shall either approve the existing materials for reinstallation on the vessel, or order that a new tailshaft be installed. If a new tailshaft is required, it shall be supplied by NCDOT. If new tailshafts are installed, then a blue fit with propellers will be required to the USCG satisfaction. **Contractor shall not reinstall existing tailshaft without express, written direction to do so by the NCDOT Representative.** Contractor to supply and replace Forward Stern Tube Bearing, Aft Stern Tube Bearing, and Line Shaft Split Roller Pillow Block Bearing, ~~if needed. It is anticipated~~ both Forward and Aft Stern Tube Bearing and their respective sleeves ~~will need replacement.~~

20.4.3 CHECK POINT – TAILSHAFT AND PROPELLERS REINSTALL:

- a) Reassemble the tailshaft, mechanical seals, rope guards in the reverse order of disassembly. All hardware to be replaced with new contractor supplied as called out in the referenced drawing.
- b) Measure and record final bearing clearances. Submit findings to NCDOT withing 24hrs of taking readings.
- c) Replace tailshaft seal with new contractor furnished seal as called out in the referenced drawing. Contractor to return old mechanical seal to NCDOT.
- d) Reinstall propellers. If new tailshafts are used, propellers will be required to be blue fit to the USCG satisfaction.

21.9 CHECK POINT:

After fit up of keel coolers but prior to vessel launch, Contractor shall pressure test all keel coolers and FW piping up to the machinery connections. NCDOT Representative shall be present for these tests. Any leaks discovered during this test shall be repaired by the Contractor at no additional expense to the NCDOT.

21.10 Tests, Trials and Documentation:

Upon completion of renewals, repairs, and pressure tests, Contractor is to electrically test the isolation (should be "0") between keel coolers and hull, to ensure that they are electrically bonded. Contractor to supply NCDOT Representative with Hydro Test and Condition reports.

21.11 CHECK POINT:

NCDOT Representative is to witness the bonding test for all keel coolers. Testing shall be to the satisfaction of the NCDOT Representative.

21.12 Payment:

Include all costs associated with repairs and modifications to the various items outlined in this Special Provision in the lump sum contract price for *Generic Ferry Item (Engine Water Cooling System Inspection and Maintenance)*. No further compensation will be made.

Include all costs associated with high-pressure water washing the sea chests in the lump sum bid item (*High-Pressure Water Wash – Hull Below DLWL*). Include all costs associated with painting the sea chests in the lump sum bid item (*Painting – Hull Below DLWL*).

22.0 RELOCATION OF 18” FREEMAN HATCH:**22.1 Description:**

This section describes the requirement to relocate Port M/V Cedar Island main deck 18” Freeman Hatch between from FR 55 – FR to FR 54 – FR 55 inside the passenger lounge..

22.2 References:

22.2.1 DWG NC-240-0007 Arrangements Main Deck & Abv.

22.2.2 DWG NC-240-0081 Deck and Bottom Scantling

~~22.2.3~~

22.3 Owner Furnished Equipment:

None

22.4 Requirements:

The contractor shall relocate 18” Freeman Hatch as per drawing NC-240-0081 (S-2) Rev. 5. All wiring, piping and equipment IWO of hole cut shall be protected. Remove all material not needed for new fit up and properly dispose of all cutout material. Prep and grind work area. Existing 18” Freeman Hatch to be reinstalled in new location as per DWG. . **CHECKPOINT**

Existing Hole cut opening shall be replaced utilizing the following material: 3/8" pattern plate; 5"x3"x5/16" angle. All material to meet ASTM-A-36 steel specification. Painting underside of main deck and all disturbed areas to be in accordance with section 11 Painting – General of these Special Provisions. **CHECKPOINT**

New Freeman Hatch hole cut to be in accordance with reference drawing NC-240-00-81 (S-2). . New hole cut opening construction will utilize the following material: 5"x3"x5/16" angle. All material to meet ASTM-A-36 steel specification. Freeman Hatch to be flush with main deck and SS Ring to be welded using 308 or 309 welding rods, careful not to warp. **CHECKPOINT**

~~Move old escape ladder from MSD space to new hatch location. Renew all hardware and connections at new location. Contractor will be responsible for any modifications needed to make the ladder acceptable for safe egress. All Padeyes and ladder rungs welded 100% Double Continuous~~

~~Two hand holds to be installed above main deck for access from Freeman Hatch.~~

Move old escape ladder from MSD space to new hatch location. Contractor to install two brackets on the underside of the car deck to hang the top end of the escape ladder. Brackets and hardware shall be sized to support the weight of the ladder plus a 250lb person. Remove deck plating directly under new ladder location. Install two appropriately sized flat bar steel brackets on top of the existing scantlings steel deck plate below new hatch location with gussets to provide additional support and stability for attachment of lower ladder end. Trim deck plate around ladder and reinstall deck plating. Directly under deck plate beneath installed flat bar weld additional structures of appropriate size to deck plate framing to support weight of ladder. Install one appropriately sized flat bar support from ladder to bulkhead halfway up ladder to stabilize ladder horizontally. Renew all hardware and attached ladder to new ladder supports. All structures and ladder supports shall be welded 100% continuous. **CHECKPOINT**

22.5 Tests, Trials and Documentation:

Contractor shall use a template to assure proper fit-up of Freeman Hatch. NCDOT Representative to be present for cutout and fit-up of Freeman Hatch, any discrepancies found shall be corrected at no additional expense to NCDOT. **CHECKPOINT** Following installation of main deck Freeman Hatch, Contractor shall prove watertight integrity when subjected to low pressure water wash. Contractor shall ensure that all blast material is removed from the vessel when complete.

22.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Relocate 18" Freeman Hatch & Ladder)* shall be the total compensation for all labor, equipment, tools and materials to accomplish the work detailed in these Special Provisions, including testing and trials. No further compensation will be made.

24.0 GLOBAL DAVIT – INSPECTION AND MAINTENANCE:

24.1 Description:

The contractor shall disconnect electrical services, drain hydraulic oil for Global Davit inspection with guidance from NCDOT representative. The contractor will perform a 5 - Yearly Maintenance inspection as per Global Davit Technical Manual check list. 5-year inspection of the Global Davit shall include a weight test with a satisfactory result.

NOTE: Contractor shall coordinate with NCDOT to remove the rescue boat.

24.2 Owner Furnished Equipment:

Provide all fluids, new cable and any parts that are found inoperable during the inspection.

24.3 References

24.1.1 DWG 1-2035 – Global Davit GmbH - Rescue Boat Crane Rhs. 11/3.5

24.1.2 DWG 58301 – Rescue Boat & Davit Foundation

Global Davit Manual

Global Davit test report for five year inspection

24.4 Requirements:

The contractor shall disconnect Global Davit and drain hydraulic oil from tank and dispose of used oil at contractors' expense. **CHECKPOINT**.

Remove paint from pedestal welds and inspect for cracks or deformation, **CHECKPOINT**

Remove the old davit cable and install new one, accomplish a weight test as per the NCDOT Ferry Division inspection form. **CHECKPOINT**

Contractor shall renew all bolts as in kind and torque all bolts in accordance with manufacturer's specifications and reconnect davit. Contractor shall prime and paint foundation after inspection is complete. The contractor shall Refill hydraulic tank with provided hydraulic oil. **CHECKPOINT**

NOTE: Contractor to perform 5-year inspection and maintenance per Global Davit recommendations

24.5 Tests, Trials and Documentation:

Contractor shall ensure proper operation of Global Davit after reinstallation with NCDOT representative present. And ensure Global Davit is certified for 5 years.

24.6 Payment

Include all costs associated with disconnecting, inspecting, disposing of hydraulic oil, reinstallation, and operational testing the Global Davit outlined in this Special Provision and Supplemental Work Provisions in the lump sum contract price for *Generic Ferry Item (Global Davit – Inspection and Maintenance)*. No further compensation will be made.

25.0 REMOVE LAMINATE FLOORING AND PAINT STEEL FLOORING IN WHEELHOUSE AND CREW AREA & ~~METAL ACCESS PLATE IN PILOT HOUSE~~: EOS:

25.1 Description:

This section describes the requirement to remove and replace the floor in the wheelhouse and crew areas including crew bathroom and EOS Booth. This section also describes installing a metal access cover over the manual bilge in the ~~pilot house~~ EOS.

25.2 References:

25.2.1 "General Painting Instructions" as part of these Special Provisions:

25.3 Owner Furnished Equipment:

None

25.4 Requirements:

25.4.1 The Contractor shall remove all the old flooring and any subflooring in the wheelhouse, Galley, Crew Quarters, Crew Head and EOS Booth. Contractor shall remove all interferences prior to floor removal. The new flooring shall be painted steel similar to the painted steel floor in the passenger lounge.

Contractor shall mechanically or by hand surface prep to SSPC-SP11, and paint to correct color as the passenger lounge, refer to Section 11 "Painting-General Special Provisions". Any repairs to the steel deck to be addressed by Supplemental Agreement, as needed. Any damage caused during floor removal will be replaced by contractor at no cost to NCDOT.

Apply two coats of two-component, multi-purposed phenalkamine epoxy followed by one top coat a high gloss, two-component engineered polysiloxane coating:

- First Coat: Epoxy, 6 mils DFT
- Second Coat: Epoxy, 4 mils DFT
- Finish Coat Grey: Polysiloxane, 5mils DFT – non skid without abrasive.

25.4.2 The Contractor shall install a stainless-steel plate over the manual bilge in the EOS. The plate shall be field installed, and all associate work shall be include in the bid item.

25.6 Test, Trials and Documentation:

None

25.7 Payment:

The lump sum contract bid price for *Generic Ferry Item (Remove Laminate Flooring and Paint Steel Flooring in Wheelhouse and Crew Areas)* and *Generic Ferry Item (Install Access Cover in ~~Pilot House~~ EOS)* shall be the total compensation for removal of existing flooring and painted steel, all labor, equipment, tools and new materials to accomplish the work detailed in these Special Provisions, including testing and trials. No further compensation will be made.

Any joiner and insulation work required is at the Contractors expense. Any joiner or insulation damaged during the installation shall be replaced at no additional cost to NCDOT.

Pilot House - Panel 2 – Pilot house fan coil units No 1 and No2 to be removed.

- No1. To be refit with 30amp breaker and re-purposed for Pilot House Heat Pump
- No 2. To be re-purposed for EOS Heat Pump

Crew Galley - Panel 3 – Crew quarters and Galley fan coil units 1 & 2 to be removed

- 2x made as spares
- 2x re-purposed to fit Crew quarters and Galley Heat Pumps.

EOS – Panel 4 – Remove EOS Fan Coil to become a spare 15A 2P breaker.

Aux Machine Space - Panel 5 – Remove Condenser Pump and Chilled water pump. Make circuits as spare.

Passenger Lounge - Panel 7 – Remove 4x Fan coil unit circuits and re-purpose for 4x Passenger lounge Heat Pumps.

Contractor may propose to NCDOT Representative reuse existing electrical wires, coolant copper tubing, and drain lines as applicable. NCDOT representative reserves the final right to approve or deny any proposal to reuse existing equipment. All electrical wiring must meet ABS and USCG requirements.

Field fit drain lines to nearest drain to allow gravity feed. Fan Units to be mounted to ensure proper condensate drainage. Contractor to provide and install condensate pump if gravity drain feed cannot be accomplished

Charge systems to manufacturers specifications.

Test each system heating and cooling.

27.5 Test, Trials and Documentation:

All units to be tested to the satisfaction of NCDOT representatives as soon as work is completed.

27.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (HVAC Modifications)* shall be the total compensation for removal and replacement of all Chiller and Heat Pump Systems, welding, labor, equipment, tools and new materials to accomplish the work detailed in these Special Provisions, including testing and trials. No further compensation will be made.

29.0 RENEW AFT WHEELHOUSE:

29.1 Description:

This section describes the requirement to crop and renew wasted metal on roof and around windows of the Aft Wheelhouse, install new window gaskets, and assure roof drains are working properly.

29.2 References:

29.2 References:

27.2.1 DWG – NC-240-0205 Pilothouse & Galley Arrangement & Details

29.3 Owner Furnished Equipment:

None

29.4 Requirements:

The Contractor shall crop and renew wasted metal on roof and around windows of Aft Wheelhouse. The contractor shall reinstall windows using new gaskets and assure windows are not leaking and roof top drains are functioning. Install spotlight and console control assuring manufacturers operation. Clean joiner bulkheads and paint deteriorated areas inside of wheelhouse.

All roof penetrations to be renewed and proven watertight. Searchlight mounts to be renewed and made watertight.

All drains to be cleaned, tested and condition report to be provided. If replacement is needed will be addressed by Supplemental Agreement.

NOTE: Care shall be taken to prevent any outside elements from entering the areas while work is being performed. This work shall be accomplished prior to or after blasting but not in conjunction with blasting.

Contractor shall mechanically or by hand surface prep, and paint to correct color as the superstructure, refer to Section 11 "Painting-General Special Provisions".

29.5 Test, Trials and Documentation:

None

29.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Renew Aft Wheelhouse)* shall be the total compensation for removal and replacement of all wasted metal, window gaskets, welding, labor, equipment, tools and new materials to accomplish the work detailed in these Special Provisions, including testing and trials. No further compensation will be made.

33.0 CLEAN AND CLEAR ALL DECK DRAINS:

33.1 Description:

This section describes the requirement to clean and clear all deck drains.

33.2 References:

None

33.3 Owner Furnished Equipment:

None

33.4 Requirements:

The Contractor shall inspect all deck drains on the vessel. They shall remove all interferences and mechanically or by hand clean and clear all debris from the inside of the drain piping to ensure all drains are in working condition. Provide condition report. Any drain pipping that cannot be cleared will be addressed by Supplemental Agreement

12"x12" deck plate on pilothouse deck where pilothouse drain penetrates to be cropped and renewed.

33.5 Test, Trials and Documentation:

Contractor shall prove to NCDOT representatives the drains are in working condition.

33.6 Payment:

The lump sum contract bid price for *Generic Ferry Item (Clean and Clear All Deck Drains)* shall be the total compensation for cleaning, inspecting and clearing all debris for the deck drains, all labor, equipment, tools and new materials to accomplish the work detailed in these Special Provisions, including testing and trials. No further compensation will be made.

County: DARE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
ROADWAY ITEMS						
0001	0000820000-N	SP	GENERIC MISCELLANEOUS ITEM (BERTHING DAYS)	8 DAY		
0002	0000820000-N	SP	GENERIC MISCELLANEOUS ITEM (LAY DAYS)	8 DAY		
0003	0000950000-E	SP	GENERIC MISCELLANEOUS ITEM (CROP AND RENEW STEEL - DECK PLATE)	100 SF		
0004	0000950000-E	SP	GENERIC MISCELLANEOUS ITEM (CROP AND RENEW STEEL - EGEN. BULKHEAD PLATE)	50 SF		
0005	0000950000-E	SP	GENERIC MISCELLANEOUS ITEM (SPOT PREP AND PAINT AFT VOID, TANK ROOM, GALLEY KEEL, AND ENGINE ROOM BILGES)	2,500 SF		
0006	0001020000-N	SP	GENERIC MISCELLANEOUS ITEM (ZINC ANODE REPLACEMENTS (VESSEL HULL / 23-24 LB.)	76 EA		
0007	0001020000-N	SP	GENERIC MISCELLANEOUS ITEM (ZINC ANODE REPLACEMENTS KEEL COOLERS) / BOLT ON PER KEEL COOLER SPECIFICATIONS)	18 EA		
0008	0005000000-N	SP	GENERIC FERRY ITEM (BLAST & PAINT - ALL DECKS)	Lump Sum	L.S.	
0009	0005000000-N	SP	GENERIC FERRY ITEM (BLAST & PAINT - HULL ABOVE DLWL)	Lump Sum	L.S.	
0010	0005000000-N	SP	GENERIC FERRY ITEM (BLAST & PAINT - HULL BELOW DLWL)	Lump Sum	L.S.	
0011	0005000000-N	SP	GENERIC FERRY ITEM (BLAST & PAINT - SUPERSTRUCTURE)	Lump Sum	L.S.	
0012	0005000000-N	SP	GENERIC FERRY ITEM (CLEAN AND CLEAR ALL DECK DRAINS)	Lump Sum	L.S.	
0013	0005000000-N	SP	GENERIC FERRY ITEM (ENGINE WATER COOLING SYSTEM INSPECTION AND MAINTENANCE)	Lump Sum	L.S.	
0014	0005000000-N	SP	GENERIC FERRY ITEM (GLOBAL DAVIT - INSPECTION AND MAINTENANCE)	Lump Sum	L.S.	

County: DARE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0015	0005000000-N	SP	GENERIC FERRY ITEM (HIGH-PRESSURE WATER WASH - HULL ABOVE DLWL)	Lump Sum	L.S.	
0016	0005000000-N	SP	GENERIC FERRY ITEM (HIGH-PRESSURE WATER WASH - HULL BELOW DLWL)	Lump Sum	L.S.	
0017	0005000000-N	SP	GENERIC FERRY ITEM (HIGH-PRESSURE WATER WASH - SUPERSTRUCTURE)	Lump Sum	L.S.	
0018	0005000000-N	SP	GENERIC FERRY ITEM (HVAC MODIFICATION)	Lump Sum	L.S.	
0019	0005000000-N	SP	GENERIC FERRY ITEM (INSTALL ACCESS PLATE IN EOS)	Lump Sum	L.S.	
0020	0005000000-N	SP	GENERIC FERRY ITEM (MAIN DECK HATCH MAINTENANCE AND REPAIR)	Lump Sum	L.S.	
0021	0005000000-N	SP	GENERIC FERRY ITEM (OPEN, CLEAN, AND CERTIFY GAS FREE - BILGES, HOLDS AND ENCLOSED AREAS)	Lump Sum	L.S.	
0022	0005000000-N	SP	GENERIC FERRY ITEM (PROPELLER AND TAILSHAFT INSPECTION)	Lump Sum	L.S.	
0023	0005000000-N	SP	GENERIC FERRY ITEM (RELOCATE 18" FREEMAN HATCH & LADDER)	Lump Sum	L.S.	
0024	0005000000-N	SP	GENERIC FERRY ITEM (REM. AND REPL. GALLEY TABLE & BENCHES, EOS BENCH AND PILOTHOUSE TRANSOM SEAT)	Lump Sum	L.S.	
0025	0005000000-N	SP	GENERIC FERRY ITEM (REMOVE ALL MAIN DECK WTD, MAINTENANCE, REPAIR & REINSTALL)	Lump Sum	L.S.	
0026	0005000000-N	SP	GENERIC FERRY ITEM (REMOVE ALL MSD TANK HATCHES - CLEAN, PREP, PAINT & REPLACE ALL GASKETS)	Lump Sum	L.S.	
0027	0005000000-N	SP	GENERIC FERRY ITEM (REMOVE AND REPLACE CREW GALLEY COUNTERTOPS AND CABINATES)	Lump Sum	L.S.	

County: DARE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0028	0005000000-N	SP	GENERIC FERRY ITEM (REMOVE LAMINATE FLOORING AND PAINT STEEL FLOORING IN WHEELHOUSE AND CREW AREA)	Lump Sum	L.S.	
0029	0005000000-N	SP	GENERIC FERRY ITEM (RENEW AFT WHEELHOUSE)	Lump Sum	L.S.	
0030	0005000000-N	SP	GENERIC FERRY ITEM (RENEW WINDOWS GASKETS)	Lump Sum	L.S.	
0031	0005000000-N	SP	GENERIC FERRY ITEM (REPLACE SPOTLIGHT STANDS)	Lump Sum	L.S.	
0032	0005000000-N	SP	GENERIC FERRY ITEM (RUDDER REMOVALS & INSPECTIONS)	Lump Sum	L.S.	
0033	0005000000-N	SP	GENERIC FERRY ITEM (SEA VALVES)	Lump Sum	L.S.	
0034	0005000000-N	SP	GENERIC FERRY ITEM (SEWAGE SYSTEM - CLEAN, INSPECT, AND PERFORM MAINTENANCE)	Lump Sum	L.S.	
0035	0005000000-N	SP	GENERIC FERRY ITEM (SHIPYARD SERVICES)	Lump Sum	L.S.	
0036	0005000000-N	SP	GENERIC FERRY ITEM (STARTUP, DOCK & SEA TRIALS)	Lump Sum	L.S.	
0037	0005000000-N	SP	GENERIC FERRY ITEM (TAKE CONTROL & DRY DOCK THE M/V CEDAR ISLAND)	Lump Sum	L.S.	

1349/Nov22/Q2790/D156530000/E37

Total Amount Of Bid For Entire Project :