

# STATE OF ALASKA

## INVITATION TO BID (ITB)



### P/V STIMSON SHIPYARD REPAIRS

2022-1200-4961

SEPTEMBER 16, 2021

PROVIDE SHIPYARD REPAIRS FOR PATROL VESSEL STIMSON SPRING 2022

**IMPORTANT NOTICE:** If you received this solicitation from the State of Alaska's "Online Public Notice" web site, you must register with the procurement officer listed below in order to receive notification of subsequent amendments to the solicitation. Failure to register with the procurement officer may result in the rejection of your offer.

**BIDDER'S NOTICE:** By signature on this form, the bidder certifies that they comply with the following:

- (1) the bidder has a valid Alaska business license or will obtain one prior to award of any contract resulting from this ITB. If the bidder possesses a valid Alaska business license, the license number must be written below or one the following forms of evidence submitted with the bid:
  - a canceled check for the business license fee;
  - a copy of the business license application with a receipt date stamp from the State's business license office;
  - a receipt from the State's business license office for the license fee;
  - a copy of the bidder's valid business license;
  - a sworn notarized affidavit that the bidder has applied and paid for a business license;
- (2) the price(s) submitted was arrived at independently and without collusion, under penalty of perjury, and that the bidder is complying with:
  - the laws of the State of Alaska;
  - the applicable portion of the Federal Civil Rights Act of 1964;
  - the Equal Employment Opportunity Act and the regulations issued thereunder by the state and federal Government;
  - the Americans with Disabilities Act of 1990 and the regulations issued thereunder by the state and federal government;
  - the bid will remain open and valid for at least 90 days;
  - all terms and conditions set out in this Invitation to Bid (ITB).

If a bidder does not hold an Alaska Business License (1) at the time designated in the ITB for opening the state will disallow the Alaska Bidder Preference. Bids must also be submitted under the name as appearing on the bidder's current Alaska business license in order to receive the Alaska Bidder Preference. If a bidder fails to comply with (2) of this paragraph, the state may reject the bid, terminate the contract, or consider the contractor in default.

Kelly Pahlau Procurement Officer	_____ COMPANY SUBMITTING BID	*DOES YOUR BUSINESS QUALIFY FOR THE ALASKA BIDDER'S PREFERENCE? [ ] YES [ ] NO
	_____ AUTHORIZED SIGNATURE	*DOES YOUR BUSINESS QUALIFY FOR THE ALASKA VETERAN PREFERENCE? [ ] YES [ ] NO
Phone: (907) 269-8493 Email: kelly.pahlau@alaska.gov	_____ PRINTED NAME	*SEE ITB FOR EXPLANATION OF CRITERIA TO QUALIFY
	_____ DATE	_____ TELEPHONE NUMBER
_____ ALASKA BUSINESS LICENSE NUMBER	_____ FEDERAL TAX ID NUMBER	_____ E-MAIL ADDRESS

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## **SECTION 1. INTRODUCTION & INSTRUCTIONS**

### **SEC. 1.01 PURPOSE OF THE ITB**

The Department of Public Safety (DPS), Division of Administrative Services, on behalf of the Vessel Section, is soliciting bids for Patrol Vessel (P/V) Stimson to have standard repairs completed at a dry-dock shipyard. Additional scope of work is included Sec. 2.10 Scope of Work.

### **SEC. 1.02 DEADLINE FOR RECEIPT OF BIDS**

Bids must be received no later than 1:30 p.m. Alaska Time on October 7, 2021, at which time they will be publicly opened. Late bids or amendments will be disqualified and not opened or accepted for evaluation.

### **SEC. 1.03 PRIOR EXPERIENCE**

In order for a bid to be considered responsive the bidder must meet these minimum prior experience requirements:

- Have at least five years of industry experience in shipyard repairs

A bidder's failure to meet these minimum prior experience requirements will cause their bid to be considered non-responsive and rejected.

### **SEC. 1.04 INVITATION TO BID (ITB) REVIEW**

Bidders shall carefully review this ITB for defects and questionable or objectionable material. Comments concerning defects and questionable or objectionable material in the ITB should be made in writing and received by the procurement officer at least ten days before the bid opening date. This will allow time for an amendment to be issued if one is required. It will also help prevent the opening of a defective bid, upon which award cannot be made, and the resultant exposure of bidders' prices.

### **SEC. 1.05 QUESTIONS PRIOR TO DEADLINE FOR RECEIPT OF BIDS**

All questions must be in writing and directed to the procurement officer. The interested party must confirm telephone conversations in writing. Two types of questions generally arise. One may be answered by directing the questioner to a specific section of the ITB. These questions may be answered over the telephone. Other questions may be more complex and may require a written amendment to the ITB. The procurement officer will make that decision.

### **SEC. 1.06 SITE INSPECTION**

Potential bidders are encouraged to visit the work site so that they can see the conditions under which the work described in this ITB will be performed. The bidder's failure to visit the work site will in no way relieve the bidder of the responsibility of performing the work in strict compliance with the true intent and meaning of the terms, conditions and specifications of this ITB. The site may be inspected by contacting Kelly Pahlau at (907) 269-8493.

This contact person is only empowered to allow potential bidders to view the work site. The contact person cannot and will not answer potential bidder questions regarding the work to be performed under this ITB or the terms, conditions and specifications of this ITB. Any questions potential bidders have must be directed to the procurement officer as required in Section 1.04.

## SEC. 1.07 SUBMITTING BIDS

Bidders must submit one complete copy of their bid via email. The bid must be emailed to [dps.das.solicitations@alaska.gov](mailto:dps.das.solicitations@alaska.gov) and must contain the ITB number in the subject line of the email. The maximum size of a single email (including all text and attachments) that can be received by the state is 20mb (megabytes). If the email containing the bid exceeds this size, the bid must be sent in multiple emails that are each less than 20 megabytes and each email must comply with the requirements described above.

Please note that email transmission is not instantaneous. Similar to sending a hard copy bid, if you are emailing your bid, the state recommends sending it enough ahead of time to ensure the email is delivered by the deadline for receipt of bid.

It is the bidder's responsibility to contact the issuing agency at (907) 269-8493 to confirm that the bid has been received. The state is not responsible for unreadable, corrupt, or missing attachments.

## SEC. 1.08 BID FORMS

Bidders shall use the front page of this ITB and any other forms identified in this ITB for submitting bids. All bids must be signed by an individual authorized to bind the bidder to the provisions of the ITB.

### BIDDER'S CERTIFICATION

By signature on the bid, the bidder certifies that they comply with the following:

- A. the laws of the State of Alaska;
- B. the applicable portion of the Federal Civil Rights Act of 1964;
- C. the Equal Employment Opportunity Act and the regulations issued thereunder by the state and federal government;
- D. the Americans with Disabilities Act of 1990 and the regulations issued thereunder by the state and federal government;
- E. all terms and conditions set out in this ITB;
- F. the price(s) submitted was arrived at independently arrived and without collusion, under penalty of perjury; and
- G. that the bid will remain open and valid for at least 90 days.

If any bidder fails to comply with [a] through [g] of this paragraph, the state reserves the right to disregard the bid, terminate the contract, or consider the contractor in default.

### CONFLICT OF INTEREST

Each bid shall include a statement indicating whether or not the company or any individuals working on the contract has a possible conflict of interest (e.g., currently employed by the State of Alaska or formerly employed by the State of Alaska within the past two years) and, if so, the nature of that conflict. The procurement officer reserves the right to **consider a bid non-responsive and reject it** or cancel the award if any interest disclosed from any source could either give the appearance of a conflict or cause speculation as to the objectivity of the contract to be performed by the bidder.

## **SEC. 1.09 PRICES**

The bidder shall state prices in the units of issue on this ITB. Prices quoted in bids must be exclusive of federal, state, and local taxes. If the bidder believes that certain taxes are payable by the state, the bidder may list such taxes separately, directly below the bid price for the affected item.

## **SEC. 1.10 ASSISTANCE TO BIDDERS WITH A DISABILITY**

Bidders with a disability may receive accommodation regarding the means of communicating this ITB or participating in the procurement process. For more information, contact the procurement officer no later than ten days prior to the deadline for receipt of bids.

## **SEC. 1.11 AMENDMENTS TO BIDS**

Amendments to or withdrawals of bids will only be allowed if acceptable requests are received prior to the deadline that is set for receipt of bids, in accordance with 2 AAC 12.140. No amendments or withdrawals will be accepted after the deadline unless the delay is due to an error of the contracting agency, in accordance with 2 AAC 12.160.

## **SEC. 1.12 AMENDMENTS TO THE ITB**

If an amendment is issued, it will be provided to all who were notified of the ITB and to those who have registered with the procurement officer after receiving the ITB from the State of Alaska Online Public Notice website.

## **SEC. 1.13 ITB SCHEDULE**

The ITB schedule set out herein represents the State of Alaska's best estimate of the schedule that will be followed. If a component of this schedule, such as the deadline for receipt of bids, is delayed, the rest of the schedule may be shifted accordingly. All times are Alaska Time.

<b>ACTIVITY</b>	<b>DATE</b>
Issue Date / ITB Released	September 16, 2021
Deadline for Receipt of Bids / Bid Due Date	October 7, 2021 @ 1:30 p.m.
Bid Evaluations Complete	The week of October 11, 2021
Notice of Intent to Award	The week of October 18, 2021
Contract Issued	November 1, 2021

This ITB does not, by itself, obligate the state. The state's obligation will commence when the contract is approved by the Commissioner of the Department of Public Safety, or the Commissioner's designee. Upon written notice to the contractor, the state may set a different starting date for the contract. The state will not be responsible for any work done by the contractor, even work done in good faith, if it occurs prior to the contract start date set by the state.

## **SEC. 1.14 ALTERNATE BIDS**

Bidders may only submit one bid for evaluation. In accordance with 2 AAC 12.830 alternate bids (bids that offer something different than what is asked for) will be rejected.

## **SEC. 1.15 SUPPORTING INFORMATION**

Bidders shall submit all required technical, specification, and other supporting information with their bid, so that a detailed analysis and determination can be made by the procurement officer that the product offered meets the ITB specifications and that other requirements of the ITB have been met. However, provided a bid meets the requirements for a definite, firm, unqualified, and unconditional offer, the state reserves the right to request

supplemental information from the bidder, after the bids have been opened, to ensure that the products or services offered completely meet the ITB requirements. The requirement for such supplemental information will be at the reasonable discretion of the state and may include the requirement that a bidder will provide a sample product(s) so that the state can make a first-hand examination and determination.

A bidder's failure to provide this supplemental information or the product sample(s), within the time set by the state, will cause the state to consider the offer non-responsive and reject the bid.

#### **SEC. 1.16 FIRM, UNQUALIFIED, AND UNCONDITIONAL OFFER**

Bidders must provide enough information with their bid to constitute a definite, firm, unqualified and unconditional offer. To be responsive a bid must constitute a definite, firm, unqualified and unconditional offer to meet all the material terms of the ITB. Material terms are those that could affect the price, quantity, quality, or delivery. Also included as material terms are those which are clearly identified in the ITB and which, for reasons of policy, must be complied with at risk of bid rejection for non-responsiveness.

## **SECTION 2. CONTRACT INFORMATION**

### **SEC. 2.01 CONTRACT TERM**

The length of the contract will be from the date of award until completion, but no later than May 20, 2022. The P/V Stimson will be available for repairs approximately April 1, 2022 to May 20, 2022.

### **SEC. 2.02 CONTRACT ADMINISTRATION**

The administration of this contract is the responsibility of the procurement officer or person appointed by the Department of Public Safety, Division of Administrative Services.

### **SEC. 2.03 CONTRACT FUNDING**

Bids priced at more than \$1,200,000.00 will be considered non-responsive.

Payment for the contract is subject to funds already appropriated and identified.

### **SEC. 2.04 CONTRACT EXTENSION**

Unless otherwise provided in this ITB, the state and the successful bidder/contractor agree: (1) that any extension of the contract excluding any exercised renewal options, will be considered as a month-to-month extension, and all other terms and conditions shall remain in full force and effect and (2) the procurement officer will provide written notice to the contractor of the intent to cancel the month-to-month extension at least thirty (30) days before the date of cancellation. A month-to-month extension may only be executed by the procurement officer via a written contract amendment.

### **SEC. 2.05 CONTRACT CHANGES – UNANTICIPATED AMENDMENTS**

During the course of this contract, the contractor may be required to perform additional work. That work will be within the general scope of the initial contract. When additional work is required, the state will provide the contractor a written description of the additional work and request the contractor to submit a firm time schedule for accomplishing the additional work and a firm price for the additional work. Cost and pricing data must be provided to justify the cost of such amendments per AS 36.30.400.

The contractor will not commence additional work until the procurement officer has secured required state approvals necessary for the amendment and issued a written contract amendment.

### **SEC. 2.06 SUBCONTRACTORS**

Subcontractors may be used to perform work under this contract. If a bidder intends to use subcontractors, the bidder must identify in the bids the names of the subcontractors and the portions of the work the subcontractors will perform.

Subcontractor experience shall not be considered in determining whether the bidder meets the requirements set forth in SEC. 1.03 PRIOR EXPERIENCE.

If a bid with subcontractors is selected, the bidder must provide the following information concerning each prospective subcontractor within five working days from the date of the state's request:

- complete name of the subcontractor;
- complete address of the subcontractor;



- type of work the subcontractor will be performing;
- percentage of work the subcontractor will be providing;
- evidence that the subcontractor holds a valid Alaska business license; and
- a written statement signed by each proposed subcontractor that clearly verifies that the subcontractor is committed to render the services required by the contract.

A bidder's failure to provide this information, within the time set, may cause the state to consider their bid non-responsive and reject it.

Note that if the subcontractor will not be performing work within Alaska, they will not be required to hold an Alaska business license.

## **SEC. 2.07 JOINT VENTURES**

Joint ventures will not be allowed.

## **SEC. 2.08 CONTRACT PERFORMANCE LOCATION**

The location(s) the work is to be performed, completed and managed is the contractor's place of business. Due to geographical limitations, DPS will only sail the vessel to the contractor's place of business that must be in Alaska or Washington. The vessel will be available for official entrance into the contractor's facility on April 1, 2022 or a date mutually agreed upon by both parties. The arrival date at the contractor's facility depends on the location of the facility and the weather encountered en route.

The state will not provide workspace for the contractor. The contractor must provide its own workspace.

Travel will not be required.

By signature on their bid, the bidder certifies that all services provided under this contract by the contractor and all subcontractors shall be performed in the United States.

If the bidder cannot certify that all work will be performed in the United States, the bidder must contact the procurement officer in writing to request a waiver at least 10 days prior to the deadline for receipt of bids.

The request must include a detailed description of the portion of work that will be performed outside the United States, where, by whom, and the reason the waiver is necessary.

Failure to comply with these requirements may cause the state to reject the bid as non-responsive or cancel the contract.

## **SEC. 2.09 RIGHT TO INSPECT PLACE OF BUSINESS**

At reasonable times, the state may inspect those areas of the contractor's place of business that are related to the performance of a contract. If the state makes such an inspection, the contractor must provide reasonable assistance.

## **SEC. 2.10 SCOPE OF WORK AND SPECIFICATIONS**

All requirements in Attachment One: Technical Specifications for Scope of Work shall be completed in their entirety and reviewed and approved by DPS authorized staff before work is considered completed.

**PRE-SHIPYARD MEETING:** The contractor and Owner's Representative shall conduct a meeting immediately after the P/V Stimson arrives at the contractor's facility to:

1. Identify the Owner's Representative,
2. Discuss the work to be covered

At this meeting the contractor shall identify the designated Vessel's "Superintendent". The Owner shall provide the contractor with amounts of fuel, lube oil, water and other weights stowed aboard the P/V Stimson at the planned pre-shipyard meeting.

**PROGRESS MEETINGS:** The contractor and Owner's Representative shall conduct a progress meeting at a mutually agreed upon time each week during the contract period. At these meetings the contractor shall present his schedule to complete all works tasks and give a brief progress report on each Task. At this time all coordination, interferences, and quality issues shall be resolved.

The contractor shall supplement the weekly meetings with a brief daily meeting with the Owner's Representative. The contractor's project Superintendent shall meet with the Owner's Representative on a daily basis to briefly discuss:

1. That day's work plan,
2. Any problems,
3. Any required coordination between vessel and contractor personnel.

## **SEC. 2.11 CONTRACT PERIOD**

For the purpose of this specification, the contract period shall be considered to start on the date the vessel arrive at the contractor's facility until the vessel is re-delivered to the owner.

## **SEC. 2.12 ARRIVAL AT CONTRACTOR'S FACILITY AND DELIVERY**

Where state law requires, bidders shall include the cost of delivery fees in International waters. Where delivery to International waters is unavailable and a state tax for the shipyard must be imposed, the bidder shall provide the tax rate based on the summary of the items listed in the Bid Schedule.

It is expected that the bidder will include in the Bid Schedule any state taxes that may apply to this shipyard project. There are no state taxes applicable in Alaska. Any taxes would be based on the tax percentage requirement compared to the total of the bid cost to meet the requirements of this ITB and Technical Specifications as written and clarified.

If there is a state tax that applies and the contractor chooses to re-deliver the vessel in International waters to forego taxation, it is expected that the bidder will include the cost of the re-delivery in lieu of taxes. If there are no taxes or re-delivery fees, it is expected that the bidder will not apply any costs for this item in the bid.

The vessel is available to depart the homeport of Kodiak, Alaska on April 1, 2022. The anticipated arrival date at the contractor's facility will be mutually agreed upon by both parties. The vessel will be available for official entrance into the contractor's facility at a date to be determined after the location of work is identified and pending weather en route.

The bidder shall carefully review all scope of work and Technical Specifications outlined in this ITB and attachments for this shipyard project. The bidder shall allow for the need to double shift the shipyard crew and possibly work through weekends to complete this work on time.

If during the shipyard period a required change order or additional work causes the re-delivery date of the vessel to change, the contractor shall justify the delay by notifying the owner in writing using a change order. The correspondence shall state the following:

1. Change order cause
2. Change order effect
3. New delivery date of the vessel

The change order shall be approved by the Director's office prior to commencement of any work.

## **SEC. 2.13 REQUIREMENTS**

The successful bidder shall supply all labor, materials and facilities to provide services as described in the Tasks and Subtasks of this ITB. This includes all ancillary support of tasks such as tank cleaning, gas freeing of spaces, disposal of waste, access (such as scaffolding), and protection of adjacent surfaces or equipment.

## **SEC. 2.14 QUALITY ASSURANCE**

The designated contractor's superintendent shall oversee all phases of the work outlined in this ITB and Technical Specifications.

## **SEC. 2.15 CONDITION FOUND REPORTS**

The contractor shall provide written documentation of any and all readings and measurements taken and any abnormalities concerning all Tasks with a "Condition Found Report". With abnormalities found, a written correction and firm price quote shall be noted on the report.

Summary reports shall be used to document all contractor Tasks completed during the shipyard period. A summary report shall be generated after each Task is completed and signed by contractor and owner.

## **SEC. 2.16 WORK STANDARDS**

All work shall be done in accordance with normal marine practices for a vessel of its size and service. All state and federal rules and regulations shall be followed accordingly. The vessel follows the USCG standard for Uninspected Fishing Vessels. ABS and/or rules apply for hull and machinery repairs.

## **SEC. 2.17 ENVIRONMENTAL PROTECTION**

The contractor shall provide and maintain all environmental protection to meet local, state and federal requirements for all work specified in the contract that results from this ITB and Technical Specifications. The contractor shall also provide environmental protection if it is required for painting, or for vendors, or for any other work items. Protection shall be in place during the entire shipyard period.

The cost for environmental protection shall be included in the cost for each work item. The owner will not pay for additional charges of environmental protection, unless they are clearly addressed in the contract or they are the subject of a written and approved Change Order.

## SEC. 2.18 VESSEL CREW WORKING ONBOARD VESSEL

The contractor shall arrange and schedule the majority of the work in the contract so that the vessel's crew may work onboard the vessel. The vessel crew will require:

1. Access to vessel
2. Adequate vessel habitability
3. Temporary vessel services, as defined in Technical Specifications for Scope of Work, to conduct their work

Contractor and owner's representative shall coordinate activities to minimize interference between contractor and vessel crew. Contractor shall provide at least three days advance notice to the owner's representative if the contractor requires the vessel crew to not work onboard the vessel.

## SEC. 2.19 MATERIAL HANDLING

The contractor shall be responsible for the protection of the vessel and all vessel equipment, components, and material intended for use and/or to be installed aboard the vessel. This includes items removed from the vessel that will be re-installed on the vessel. Due consideration shall be given to the nature of the item during handling and storage. Materials shall be stored in accordance with the manufacturer's instructions, including any specified temperature and humidity constraints. For example, electronic equipment should be stored in a temperature controlled space. Skiffs or exterior equipment can be stored in an exterior location. Products stored in an exterior location shall be placed on blocking or skids to prevent soiling or staining.

All storage of vessel equipment shall occur in a secured location, with security appropriate for the equipment. Easily handled and expensive equipment, such as electronics, shall be stored in a locked room. Stolen equipment shall be replaced by the contractor at no expense to the owner.

Where storage is not possible, contractor shall cover products or portions of the vessel subject to damage or deterioration with impervious sheet coverings, and provide adequate ventilation to avoid condensation. Installed materials shall be protected as necessary from damage resulting from natural elements, traffic, and subsequent construction. All materials, equipment, deck surfaces, bulkhead mounted items, carpeting/tile, and all painted surfaces shall specifically protected by the contractors from welding and cutting, movement of workers through the space, and painting through the use of suitable blankets, hardboard, or thick plastic coatings. Protective measures shall be established by the contractor and approved by the owner.

The owner may reasonably reject any material and/or equipment improperly stored or handled. Material, equipment and surfaces damaged or otherwise marred shall be repaired or replaced by the contractor to the satisfaction of the owner without additional expense to the owner.

## SEC. 2.20 OWNER FURNISHED EQUIPMENT

Machinery and equipment components to be furnished by the owner are listed in the various applicable sections in the ITB and attachments. The ITB and attachments will become part of the contract. The machinery and equipment components will be delivered to the contractor in time for orderly installation and refit of the vessel.

Owner-furnished material will be delivered or made available to the contractor at his place of business. For any and all owner furnished equipment and material, the contractor shall:

1. Receive
2. Transport

3. Inspect for transit damage
4. Check for agreement with bills of lading
5. Insure
6. Protect during construction
7. Provide secure storage for
8. Install aboard the vessel

An inventory of owner-furnished material, as received by the contractor, shall be provided weekly to the owner. The cost of handling and placing all materials after they are delivered to the contractor shall be considered incidental to the contract price for the item in connection with which they are used and no separate payment will be made.

Owner-furnished machinery and equipment shall:

1. Be temporarily stored in the contractor's warehouse until time of installation
2. Handled and stored in such a manner as to prevent damage from:
  - a. Careless handling
  - b. Exposure to elements or any other cause.

Electronic equipment shall be stored in a secure temperature controlled environment.

The contractor shall be held responsible for all owner-furnished material delivered to them. The owner may reject for use on the project, any of the owner-furnished material or equipment improperly stored or handled by the contractor. Owner-furnished material or equipment damaged through improper storage or handling, or shortages or deficiencies in owner-furnished material or equipment, shall be properly remedied with new materials at the contractor's expense.

## **SEC. 2.21 PRICE DECREASES**

During the period of the contract all price decreases experienced by the contractor must be passed on to the state. A contractor's failure to strictly and faithfully adhere to this clause, within the time required, will be considered in breach of contract.

## **SEC. 2.22 REMANUFACTURED/RECONDITIONED EQUIPMENT**

Remanufactured/reconditioned is acceptable provided it meets the requirements of this clause and the requirements of the rest of this ITB. Remanufactured/reconditioned equipment is defined as used equipment that has been remanufactured/ reconditioned and restored to new condition. All remanufactured/reconditioned equipment must have the same warranty as new equipment.

## **SEC. 2.23 ITEM UPGRADES**

The state reserves the right to accept upgrades to models on the basic contract when the upgrades improve the way the equipment operates or improve the accuracy of the equipment. Such upgraded items must be at the same price as the items in the basic contract.

## **SEC. 2.24 PARTS BOOKS AND MAINTENANCE MANUALS**

Parts books and maintenance manuals must be provided at the same time that the equipment is delivered. The cost of the parts books and maintenance manuals is to be included in the bid price of the equipment. **REQUIRED MANUALS AND HARDWARE:** The items purchased are to be shipped complete with the instructions and hardware required for installation. An operator's manual, maintenance manual, and a

maintenance schedule must be included with each item when it is delivered. The cost of the installation hardware and the manuals is to be included in the bid price of the equipment.

## **SEC. 2.25 PRE-BID SITE INSPECTION**

A bidder may request a pre-bid site inspection of the vessel. Approval of the pre-bid inspection request is contingent upon existing schedule operations and availability of the owner's representative or designee. Approved pre-bid site inspections can occur based on availability of the vessel and owner's representative or designee.

The unavailability of the vessel for a pre-bid site inspection will in no way relieve the bidder of the responsibility of performing the work in strict compliance and the true intent and meaning of the terms, conditions and specifications of this ITB. The bidder must contact the procurement officer listed in this ITB to request a pre-bid site inspection. The procurement officer will notify the owner's representative or designee of the request and communicate the response to the bidder.

The owner's representative or designee for the approved site visit is only empowered to allow bidders to view the worksite. All questions that arise from the bidders must be directed to the procurement officer in writing. The owner's representative or designee at the site visit cannot and will not answer bidder's questions regarding the work to be performed under this ITB or the terms, conditions and specifications of the ITB.

## **SEC. 2.26 PARTS**

Only parts designed for the purpose they are being used, and warranted as new, may be used in the repair of state equipment.

## **SEC. 2.27 COMPLETION OF SERVICE**

The service will not be complete and the equipment will not be considered serviced, repaired, or acceptable until it performs in compliance with the manufacturer's published performance specifications and the owner's representative satisfaction.

## **SEC. 2.28 SERVICE TECHNICIAN QUALIFICATIONS**

Bidders must provide evidence of qualifications of service technicians prior to service on any equipment that requires the expertise of a specific service technician. This evidence of qualifications must be provided to the owner's representative.

Bidders must provide evidence that the person performing the service work is a manufacturer's authorized service technician; or, the bidder may provide evidence that they have contracted with a manufacturer's authorized service technician to perform the service work.

Acceptable evidence of the service technician's competence may take the form of a letter or certificate, signed by an authorized officer of the manufacturer, that the service technician has been trained and authorized by the manufacturer to provide manufacturer's authorized warranty service.

The bidder's failure to provide the evidence mentioned above, within the time required by the state, may cause the state to consider the bid non-responsive and reject the bid.

## **SEC. 2.29 WORKMANSHIP & MATERIALS**

All work must be performed in a thorough and workmanlike manner and in accordance with current industry practices. The contractor will be held responsible for the quality of the service, maintenance, and inspections. Service, maintenance, and inspections that are improperly done will be done over, by the contractor, at the contractor's risk and expense.

## **SEC. 2.30 SHIPPING DAMAGE**

The state will not accept or pay for damaged goods. The contractor must file all claims against the carrier(s) for damages incurred to items in transit from the point of origin to the ultimate destination. The state will provide the contractor with written notice when damaged goods are received. The state will deduct the cost of the damaged goods from the invoice prior to payment. The contractor must file all claims against the carrier(s) for reimbursement of the loss.

## **SEC. 2.31 INSPECTION & MODIFICATION - REIMBURSEMENT FOR UNACCEPTABLE DELIVERABLES**

The contractor is responsible for proving all products or the completion of all work set out in the contract. All products or work is subject to inspection, evaluation, and approval by the state. The state may employ all reasonable means to ensure that the work is progressing and being performed in compliance with the contract. The state may instruct the contractor to make corrections or modifications if needed in order to accomplish the contract's intent. The contractor will not unreasonably withhold such changes.

Substantial failure of the contractor to perform the contract may cause the state to terminate the contract. In this event, the state may require the contractor to reimburse monies paid (based on the identified portion of unacceptable products or work received) and may seek associated damages.

## **SEC. 2.32 CONTINUING OBLIGATION OF CONTRACTOR**

Notwithstanding the expiration date of a contract resulting from this ITB, the contractor is obligated to fulfill its responsibilities until warranty, guarantee, maintenance, and parts availability requirements have completely expired.

## **SEC. 2.33 INFORMAL DEBRIEFING**

When the contract is completed, an informal debriefing may be performed at the discretion of the procurement officer. If performed, the scope of the debriefing will be limited to the products provided or work performed by the contractor.

## **SEC. 2.34 INDEMNIFICATION**

The contractor shall indemnify, hold harmless, and defend the contracting agency from and against any claim of, or liability for error, omission or negligent act of the contractor under this agreement. The contractor shall not be required to indemnify the contracting agency for a claim of, or liability for, the independent negligence of the contracting agency. If there is a claim of, or liability for, the joint negligent error or omission of the contractor and the independent negligence of the contracting agency, the indemnification and hold harmless obligation shall be apportioned on a comparative fault basis.

"Contractor" and "contracting agency", as used within this and the following article, include the employees, agents and other contractors who are directly responsible, respectively, to each. The term "independent negligence" is

negligence other than in the contracting agency's selection, administration, monitoring, or controlling of the contractor and in approving or accepting the contractor's work.

## **SEC. 2.35 INSURANCE**

Without limiting the contractor's indemnification, it is agreed that the contractor shall purchase at its own expense and maintain in force at all times during the performance of services under this agreement the following policies of insurance. Where specific limits are shown, it is understood that they shall be the minimum acceptable limits. If the contractor's policy contains higher limits, the state shall be entitled to coverage to the extent of such higher limits.

Certificates of Insurance must be furnished to the procurement officer prior to contract approval and must provide for a notice of cancellation, non-renewal, or material change of conditions in accordance with policy provisions. Failure to furnish satisfactory evidence of insurance or lapse of the policy is a material breach of this contract and shall be grounds for termination of the contractor's services. All insurance policies shall comply with and be issued by insurers licensed to transact the business of insurance under AS 21.

### **Proof of insurance is required for the following:**

- Workers' Compensation Insurance: The contractor shall provide and maintain, for all employees engaged in work under this contract, coverage as required by AS 23.30.045, and; where applicable, any other statutory obligations including but not limited to Federal U.S.L. & H. and Jones Act requirements. The policy must waive subrogation against the state.
- Commercial General Liability Insurance: covering all business premises and operations used by the contractor in the performance of services under this agreement with minimum coverage limits of \$300,000 combined single limit per occurrence.
- Commercial Automobile Liability Insurance: covering all vehicles used by the contractor in the performance of services under this agreement with minimum coverage limits of \$300,000 combined single limit per occurrence.



## **SECTION 3. CONTRACT INVOICING AND PAYMENTS**

### **SEC. 3.01 BILLING INSTRUCTIONS**

All invoices produced by the contractor must contain the following information at a minimum:

1. Contract number
2. Itemized list of what the invoice represents

Invoices must be billed to the ordering agency's address shown on the individual Purchase Order, Contract Award or Delivery Order. The state will make payment after it receives the goods or services and the invoice. Questions concerning payment must be addressed to the ordering agency.

### **SEC. 3.02 PAYMENT FOR STATE PURCHASES**

Payment for agreements under \$500,000 for the undisputed purchase of goods or services provided to a state agency, will be made within 30 days of the receipt of a proper billing or the delivery of the goods or services to the location(s) specified in the agreement, whichever is later. A late payment is subject to 1.5% interest per month on the unpaid balance. Interest will not be paid if there is a dispute or if there is an agreement that establishes a lower interest rate or precludes the charging of interest.

Any single contract payments of \$1 million or higher must be accepted by the contractor via Electronic Funds Transfer (EFT).

### **SEC. 3.03 THIRD-PARTY FINANCING AGREEMENTS NOT ALLOWED**

Because of the additional administrative and accounting time required of the state when third party financing agreements are permitted, they will not be allowed under this contract.

## SECTION 4. EVALUATION AND CONTRACTOR SELECTION

### SEC. 4.01 EVALUATION OF BIDS

After bid opening, the procurement officer will evaluate the bids for responsiveness. Bids deemed non-responsive will be eliminated from further consideration. An evaluation may not be based on discrimination due the race, religion, color, national origin, sex, age, marital status, pregnancy, parenthood, disability, or political affiliation of the bidder.

### SEC. 4.02 APPLICATION OF PREFERENCES

Certain preferences apply to all state contracts, regardless of their dollar value. The Alaska Bidder and Alaska Veteran preferences are the most common preferences involved in the ITB process. Additional preferences that may apply to this procurement are listed below. Guides that contain excerpts from the relevant statutes and codes, explain when the preferences apply and provide examples of how to calculate the preferences are available at the following website:

<http://doa.alaska.gov/dgs/pdf/pref1.pdf>

- Alaska Products Preference - AS 36.30.332
- Recycled Products Preference - AS 36.30.337
- Local Agriculture and Fisheries Products Preference - AS 36.15.050
- Employment Program Preference - AS 36.30.321(b)
- Alaskans with Disabilities Preference - AS 36.30.321(d)

The Division of Vocational Rehabilitation in the Department of Labor and Workforce Development keeps a list of qualified employment programs and individuals who qualify as persons with a disability. As evidence of a business' or an individual's right to the Employment Program or Alaskans with Disabilities preferences, the Division of Vocational Rehabilitation will issue a certification letter. To take advantage of these preferences, a business or individual must be on the appropriate Division of Vocational Rehabilitation list prior to the time designated for receipt of proposals. Bidders must attach a copy of their certification letter to the proposal. **A bidder's failure to provide this certification letter with their proposal will cause the state to disallow the preference.**

### SEC. 4.03 ALASKA BIDDER PREFERENCE

An Alaska Bidder Preference of 5% will be applied to the total bid price. The preference will be given to a bidder who:

- 1) holds a current Alaska business license prior to the deadline for receipt of bids;
- 2) submits a bid for goods or services under the name appearing on the bidder's current Alaska business license;
- 3) has maintained a place of business within the state staffed by the bidder, or an employee of the bidder, for a period of six months immediately preceding the date of the bid;
- 4) is incorporated or qualified to do business under the laws of the state, is a sole proprietorship and the proprietor is a resident of the state, is a limited liability company (LLC) organized under AS 10.50 and all members are residents of the state, or is a partnership under AS 32.06 or AS 32.11 and all partners are residents of the state; and

- 5) if a joint venture, is composed entirely of ventures that qualify under (1)-(4) of this subsection.

#### **Alaska Bidder Preference Certification Form**

In order to receive the Alaska Bidder Preference, the bid must include the Alaska Bidder Preference Certification Form attached to this ITB. A bidder does not need to complete the Alaska Veteran Preference questions on the form if not claiming the Alaska Veteran Preference. A bidder's failure to provide this completed form with their bid will cause the state to disallow the preference.

### **SEC. 4.04 ALASKA VETERAN PREFERENCE**

An Alaska Veteran Preference of 5%, not to exceed \$5,000, will be applied to the total bid price. The preference will be given to a bidder who qualifies under AS 36.30.990(2) as an Alaska Bidder and is a:

- a) sole proprietorship owned by an Alaska veteran;
- b) partnership under AS 32.06 or AS 32.11 if a majority of the partners are Alaska veterans;
- c) limited liability company organized under AS 10.50 if a majority of the members are Alaska veterans; or
- d) corporation that is wholly owned by individuals, and a majority of the individuals are Alaska veterans.

In accordance with AS 36.30.321(i), the bidder must also add value by actually performing, controlling, managing, and supervising the services provided, or for supplies, the bidder must have sold supplies of the general nature solicited to other state agencies, other government, or the general public.

#### **Alaska Veteran Preference Certification**

In order to receive the Alaska Veteran Preference, the bid must include the Alaska Bidder Preference Certification Form attached to this ITB. A bidder's failure to provide this completed form with their bid will cause the state to disallow the preference.

### **SEC. 4.05 USE OF LOCAL FOREST PRODUCTS**

In a project financed by state money in which the use of timber, lumber and manufactured lumber is required, only timber, lumber and manufactured lumber products originating in this state from Alaska forests shall be used unless the use of those products has been determined to be impractical, in accordance with AS 36.15.010 and AS 36.30.322.

### **SEC. 4.06 LOCAL AGRICULTURAL AND FISHERIES PRODUCT PREFERENCE**

When agricultural, dairy, timber, lumber, or fisheries products are purchased using state money, a seven percent (7%) preference shall be applied to the price of the products harvested in Alaska, or in the case of fisheries products, the products harvested or processed within the jurisdiction of Alaska, in accordance with AS 36.15.050.

### **SEC. 4.07 ALASKA PRODUCT PREFERENCE**

A bidder that designates the use of an Alaska Product which meets the requirements of the ITB specifications and is designated as a Class I, Class II or Class III Alaska Product by the Department of Community & Economic Development (DCCED) may receive a preference in the bid evaluation in accordance with AS 36.30.332 and 3 AAC 92.010.

To qualify for the preference, the product must have received certification from DCCED, be listed in the current published edition of the Alaska Products Preference List, and the bidder must provide the qualified product on a 100% basis. There are no provisions under Alaska Statutes or Regulations that allow for a product

exchanges/substitutions or permit the product to be co-mingled with other products. Rather, AS 36.30.330 provides for a penalty for failing to use the designated Alaska products.

Products are classified in one of three categories:

- Class I products receive a 3% preference.
- Class II products receive a 5% preference.
- Class III products receive a 7% preference.

When the bids are evaluated, the preference percentage will be deducted from the product price. If a bidder fails to specify the brand being offered, no preference will be given. For more information on the Alaska Product Preference and to see the list of products currently on the Alaska Product Preference List, use the following web link:

<https://www.commerce.alaska.gov/web/dcra/AlaskaProductPreferenceProgram.aspx>

#### **Brand Offered**

If offering a product that qualifies for the Alaska Product Preference, the bidder must indicate the brand of product they intent to provide. If a bidder is not offering a product that qualifies for the Alaska Product Preference, the bidder does not need to indicate a product brand.

#### **Brand of Product Changes**

During the course of the contract including all renewal options, a contractor that offered a product that qualified for the Alaska Product Preference wishes to change the product brand, the contractor must first provide a written request, along with evidence that the replacement brand also qualifies for the Alaska Product Preference, for approval by the procurement officer. A contract amendment must be issued by the procurement officer to authorize the change.

If a bidder offers a product brand in the original bid that does not qualify for the Alaska Product Preference, a change in the product brand may be made at any time during the course of the contract, including all renewals, as long as the product band continues to meet the required specifications. A contract amendment is not required if the product brand originally offered did not qualify for the Alaska Product Preference.

### **SEC. 4.08 EMPLOYMENT PROGRAM PREFERENCE**

If a bidder qualifies for the Alaska Bidder Preference and is offering goods or services through an employment program as defined under AS 36.30.990(12), an Employment Program Preference of 15% will be applied to the total bid price.

In accordance with AS 36.30.321(i), the bidder must also add value by actually performing, controlling, managing, and supervising the services provided, or for supplies, the bidder must have sold supplies of the general nature solicited to other state agencies, other government, or the general public.

### **SEC. 4.09 ALASKANS WITH DISABILITIES PREFERENCE**

If a bidder qualifies for the Alaska Bidder Preference and is a qualifying entity as defined in AS 36.30.321(d), an Alaskans with Disabilities Preference of 10% will be applied to the total bid price.

In accordance with AS 36.30.321(i), the bidder must also add value by actually performing, controlling, managing, and supervising the services provided, or for supplies, the bidder must have sold supplies of the general nature solicited to other state agencies, other government, or the general public.

#### **SEC. 4.10 PREFERENCE QUALIFICATION LETTER**

Regarding the Employment Program Preference and the Alaskans with Disabilities Preference, the Division of Vocational Rehabilitation in the Department of Labor and Workforce Development maintains lists companies who qualify for those preferences. As evidence of a company's right to the preferences, the Division of Vocational Rehabilitation will issue a certification letter. To take advantage of the preferences, a bidder must be on the appropriate Division of Vocational Rehabilitation list at the time the bid is opened and must attach a copy of their certification letter to their bid. The bidder's failure to provide this certification letter with their bid will cause the state to disallow the preference.

#### **SEC. 4.11 EXTENSION OF PRICES**

In case of error in the extension of prices in the bid, the unit prices will govern; in a lot bid, the lot prices will govern.

#### **SEC. 4.12 METHOD OF AWARD**

Award will be made to the lowest responsive and responsible bidder. In order to be considered responsive, bidders must bid on all items.

#### **SEC. 4.13 CONTRACTOR SELECTION PROCESS**

Once the contracts are established this selection process will be used. When the state needs security services the lowest priced contractor for that location will be contacted first. If, for any reason, the lowest contractor is not available to perform the needed service, the state will contact the next lowest priced contractor for that location. This process will continue until a contractor who can perform the service is located. The location of the contractor initially contacted will be determined by the starting location of the call-out. For instance, if a there was a need to transport a person from Anchorage to Fairbanks and then guard the person for two days in Fairbanks, the agency would contact Anchorage contractors, even though a substantial portion of the actual service would be performed in Fairbanks.

#### **SEC. 4.14 NOTICE OF INTENT TO AWARD**

After the responses to this ITB have been opened and evaluated, a tabulation of the bids will be prepared. This tabulation, called a Notice of Intent to Award, serves two purposes. It lists the name of each company or person that offered a bid and the price they bid. It also provides notice of the state's intent to award a contract(s) to the bidder(s) indicated. A copy of the Notice of Intent will be mailed to each company or person who responded to the ITB. Bidders identified as the apparent low responsive bidders are instructed not to proceed until a Purchase Order, Contract Award, Lease, or some other form of written notice is given by the procurement officer. A company or person who proceeds prior to receiving a Purchase Order, Contract Award, Lease, or some other form of written notice from the procurement officer does so without a contract and at their own risk.

## SECTION 5. GENERAL PROCESS AND LEGAL INFORMATION

### SEC. 5.01 ALASKA BUSINESS LICENSE AND OTHER REQUIRED LICENSES

Prior to the award of a contract, a bidder must hold a valid Alaska business license. However, in order to receive the Alaska Bidder Preference and other related preferences, such as the Alaska Veteran Preference and Alaskans with Disabilities Preference, a bidder must hold a valid Alaska business license prior to the deadline for receipt of bids. Bidders should contact the **Department of Commerce, Community and Economic Development, Division of Corporations, Business, and Professional Licensing, PO Box 110806, Juneau, Alaska 99811-0806**, for information on these licenses. Acceptable evidence that the bidder possesses a valid Alaska business license may consist of any one of the following:

- copy of an Alaska business license;
- certification on the bid that the bidder has a valid Alaska business license and has included the license number in the bid;
- a canceled check for the Alaska business license fee;
- a copy of the Alaska business license application with a receipt stamp from the state's occupational licensing office; or
- a sworn and notarized statement that the bidder has applied and paid for the Alaska business license.

You are not required to hold a valid Alaska business license at the time bids are opened if you possess one of the following licenses and are offering services or supplies under that specific line of business:

- fisheries business licenses issued by Alaska Department of Revenue or Alaska Department of Fish and Game,
- liquor licenses issued by Alaska Department of Revenue for alcohol sales only,
- insurance licenses issued by Alaska Department of Commerce, Community and Economic Development, Division of Insurance, or
- Mining licenses issued by Alaska Department of Revenue.

Prior the deadline for receipt of bids, all bidders must hold any other necessary applicable professional licenses required by Alaska Statute.

### SEC. 5.02 AUTHORITY

This ITB is written in accordance with AS 36.30 and 2 AAC 12.

### SEC. 5.03 COMPLIANCE

In the performance of a contract that results from this ITB, the contractor must comply with all applicable federal, state, and borough regulations, codes, and laws; be liable for all required insurance, licenses, permits and bonds; and pay all applicable federal, state, and borough taxes.

### SEC. 5.04 SUITABLE MATERIALS, ETC.

Unless otherwise specified in this ITB, all materials, supplies or equipment offered by a bidder shall be new, unused, and of the latest edition, version, model or crop and of recent manufacture.

## **SEC. 5.05 SPECIFICATIONS**

Unless otherwise specified in this ITB, product brand names or model numbers specified in this ITB are examples of the type and quality of product required, and are not statements of preference. If the specifications describing an item conflict with a brand name or model number describing the item, the specifications govern. Reference to brand name or number does not preclude an offer of a comparable or better product, if full specifications and descriptive literature are provided for the product. Failure to provide such specifications and descriptive literature may be cause for rejection of the offer.

## **SEC. 5.06 CONTRACTOR SITE INSPECTION**

The state may conduct on-site visits to evaluate the bidder's capacity to perform the contract. A bidder must agree, at risk of being found non-responsive and having its bid rejected, to provide the state reasonable access to relevant portions of its work sites. Individuals designated by the procurement officer at the state's expense will make site inspection.

## **SEC. 5.07 ORDER DOCUMENTS**

Except as specifically allowed under this ITB, an ordering agency will not sign any vendor contract. The state is not bound by a vendor contract signed by a person who is not specifically authorized to sign for the state under this ITB. Unless otherwise specified in this ITB, the State of Alaska Purchase Order, Contract Award and Delivery Order are the only order documents that may be used to place orders against the contract(s) resulting from this ITB.

## **SEC. 5.08 HUMAN TRAFFICKING**

By signature on their bid, the bidder certifies that the bidder is not established and headquartered or incorporated and headquartered in a country recognized as Tier 3 in the most recent United States Department of State's Trafficking in Persons Report.

The most recent United States Department of State's Trafficking in Persons Report can be found at the following website: <http://www.state.gov/j/tip/>

Failure to comply with this requirement will cause the state to reject the bid as non-responsive, or cancel the contract.

## **SEC. 5.09 RIGHT OF REJECTION**

Bidders must comply with all of the terms of the ITB, the State Procurement Code (AS 36.30), and all applicable local, state, and federal laws, codes, and regulations. The procurement officer may reject any bid that does not comply with all of the material and substantial terms, conditions, and performance requirements of the ITB.

Bidders may not qualify the bid nor restrict the rights of the state. If a bidder does so, the procurement officer may determine the bid to be a non-responsive counter-offer and the bid may be rejected.

Minor informalities that:

- do not affect responsiveness;
- are merely a matter of form or format;
- do not change the relative standing or otherwise prejudice other offers;
- do not change the meaning or scope of the RFP;

- are trivial, negligible, or immaterial in nature;
- do not reflect a material change in the work; or
- do not constitute a substantial reservation against a requirement or provision;

may be waived by the procurement officer.

The state reserves the right to refrain from making an award if it determines that to be in its best interest.

**A bid from a debarred or suspended bidder shall be rejected.**

## SEC. 5.10 STATE NOT RESPONSIBLE FOR PREPARATION COSTS

The state will not pay any cost associated with the preparation, submittal, presentation, or evaluation of any bid.

## SEC. 5.11 DISCLOSURE OF BID CONTENTS

All bid prices become public information at the bid opening. After the deadline for receipt of bids, all other bid material submitted become the property of the State of Alaska and may be returned only at the state's option. AS 40.25.110 requires public records to be open to reasonable inspection. All other bid information will be held in confidence during the evaluation process and prior to the time a Notice of Intent to Award is issued. Thereafter, bids will become public information.

The Office of Procurement and Property Management (OPPM) recognizes that some information an offeror submits might be confidential under the United States or the State of Alaska Constitution, a federal statute or regulation, or a State of Alaska statute: i.e., might be confidential business information (CBI). *See, e.g.*, article 1, section 1 of the Alaska Constitution; AS 45.50.910 – 45.50.945 (the Alaska Uniform Trade Secrets Act); *DNR v. Arctic Slope Regional Corp.*, 834 P.2d 134, 137-39 (Alaska 1991). For OPPM to treat information an offeror submits with its proposal as CBI, the offeror must do the following when it submits its proposal: (1) mark the specific information it asserts is CBI; and (2) for each discrete set of such information, identify, in writing, each authority the offeror asserts make the information CBI. If the offeror does not do these things, the information will become public after the Notice of Intent to Award is issued. If the offeror does these things, OPPM will evaluate the offeror's assertion upon receiving a request for the information. If OPPM rejects the assertion, it will, to the extent permitted by federal and State of Alaska law, undertake reasonable measures to give the offeror an opportunity to object to the disclosure of the information.

## SEC. 5.12 ASSIGNMENTS

Per 2 AAC 12.480, the contractor may not transfer or assign any portion of the contract without prior written approval from the procurement officer. Bids that are conditioned upon the state's approval of an assignment will be rejected as non-responsive.

## SEC. 5.13 FORCE MAJEURE (IMPOSSIBILITY TO PERFORM)

The parties to a contract resulting from this ITB are not liable for the consequences of any failure to perform, or default in performing, any of its obligations under the contract, if that failure or default is caused by any unforeseeable Force Majeure, beyond the control of, and without the fault or negligence of, the respective party.

For the purposes of this ITB, Force Majeure will mean war (whether declared or not); revolution; invasion; insurrection; riot; civil commotion; sabotage; military or usurped power; lightning; explosion; fire; storm; drought; flood; earthquake; epidemic; quarantine; strikes; acts or restraints of governmental authorities affecting the



project or directly or indirectly prohibiting or restricting the furnishing or use of materials or labor required; inability to secure materials, machinery, equipment or labor because of priority, allocation or other regulations of any governmental authorities.

#### **SEC. 5.14     DEFAULT**

In case of default by the contractor, for any reason whatsoever, the state may procurement the goods or services from another source and hold the contractor responsible for any resulting excess cost and may seek other remedies under law or equity.

#### **SEC. 5.15     DISPUTES**

If the contractor has a claim arising in connection with the contract that it cannot resolve with the state by mutual agreement, it shall pursue the claim, if at all, in accordance with the provisions of AS 36.30.620 – AS 36.30.632.

#### **SEC. 5.16     SEVERABILITY**

If any provision of the contract or agreement is found to be invalid or declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and, the rights and obligations of the parties will be construed and enforced as if the contract did not contain the particular provision held to be invalid.

#### **SEC. 5.17     CONTRACT CANCELLATION**

The state reserves the right to cancel the contract at its convenience upon 30 calendar days written notice to the contractor. The state is only liable for payment in accordance with the payment provisions of this contract for supplies or services provide before the effective date termination.

#### **SEC. 5.18     GOVERNING LAW; FORUM SELECTION**

A contract resulting from this ITB is governed by the laws of the State of Alaska. To the extent not otherwise governed by Section 5.15 of this ITB, any claim concerning the contract shall be brought only in the Superior Court of the State of Alaska and not elsewhere.

#### **SEC. 5.19     SOLICITATION ADVERTISING**

Public notice has been provided in accordance with 2 AAC 12.220.

#### **SEC. 5.20     QUALIFIED BIDDERS**

Per 2 AAC 12.875, unless provided for otherwise in the ITB, to qualify as a bidder for award of a contract issued under AS 36.30, the bidder must:

- 1) Add value in the contract by actually performing, controlling, managing, or supervising the services to be provided; or
- 2) Be in the business of selling and have actually sold on a regular basis the supplies that are the subject of the ITB.

If the bidder leases services or supplies or acts as a broker or agency in providing the services or supplies in order to meet these requirements, the procurement officer may not accept the bidder as a qualified bidder under AS 36.30.

## SEC. 5.21 FEDERALLY IMPOSED TARIFFS

Changes in price (increase or decrease) resulting directly from a new or updated federal tariff, excise tax, or duty, imposed after contract award may be adjusted during the contract period or before delivery into the United States via contract amendment.

- **Notification of Changes:** The contractor must promptly notify the procurement officer in writing of any new, increased, or decreased federal excise tax or duty that may result in either an increase or decrease in the contract price and shall take appropriate action as directed by the procurement officer.
- **After-imposed or Increased Taxes and Duties:** Any federal excise tax or duty for goods or services covered by this contract that was exempted or excluded on the contract award date but later imposed on the contractor during the contract period, as the result of legislative, judicial, or administrative action may result in a price increase provided:
  - a) The tax or duty takes effect after the contract award date and isn't otherwise addressed by the contract;
  - b) The contractor warrants, in writing, that no amount of the newly imposed federal excise tax or duty or rate increase was included in the contract price, as a contingency or otherwise.
- **After-relieved or Decreased Taxes and Duties:** The contract price shall be decreased by the amount of any decrease in federal excise tax or duty for goods or services under the contract, except social security or other employment [taxes](#), that the contractor is required to pay or bear, or does not obtain a refund of, through the contractor's fault, negligence, or failure to follow instructions of the procurement officer.
- **State's Ability to Make Changes:** The state reserves the right to request verification of federal excise tax or duty amounts on goods or services covered by this contract and increase or decrease the contract price accordingly.
- **Price Change Threshold:** No adjustment shall be made in the contract price under this clause unless the amount of the adjustment exceeds \$250.

## SEC. 5.22 PROTEST

AS 36.30.560 provides that an interested party may protest the content of the ITB.

An interested party is defined in 2 AAC 12.990(a) (7) as "an actual or prospective bidder or offeror whose economic interest might be affected substantially and directly by the issuance of a contract solicitation, the award of a contract, or the failure to award a contract."

If an interested party wishes to protest the content of a solicitation, the protest must be received, in writing, by the procurement officer at least ten days prior to the deadline for receipt of bids.

AS 36.30.560 also provides that an interested party may protest the award of a contract or the proposed award of a contract.

If a bidder wishes to protest the award of a contract or the proposed award of a contract, the protest must be received, in writing, by the procurement officer within ten days after the date the Notice of Intent to Award the contract is issued.

A protester must have submitted a bid in order to have sufficient standing to protest the proposed award of a contract. Protests must include the following information:

- the name, address, and telephone number of the protester;
- the signature of the protester or the protester's representative;
- identification of the contracting agency and the solicitation or contract at issue;
- a detailed statement of the legal and factual grounds of the protest including copies of relevant documents; and the form of relief requested.

Protests filed by telex or telegram are not acceptable because they do not contain a signature. Fax copies containing a signature are acceptable.

The procurement officer will issue a written response to the protest. The response will set out the procurement officer's decision and contain the basis of the decision within the statutory time limit in AS 36.30.580. A copy of the decision will be furnished to the protester by certified mail, fax or another method that provides evidence of receipt.

All bidders will be notified of any protest. The review of protests, decisions of the procurement officer, appeals, and hearings, will be conducted in accordance with the State Procurement Code (AS 36.30), Article 8 "Legal and Contractual Remedies."

## SECTION 6. ATTACHMENTS

### SEC. 6.01 ATTACHMENTS

**Attachments:**

- 1) Technical Specifications for Scope of Work
- 2) Change Order Form
- 3) Contract Award Template
- 4) Notice of Intent to Award Template
- 5) Alaska Bidder Preference Certification
- 6) Bid Schedule (attached separately)

ITB 2022-1200-4961  
TECHNICAL SPECIFICATIONS

**P/V STIMSON**  
**SHIPYARD**  
**FY-2021**

STATE OF ALASKA  
ALASKA WILDLIFE TROOPERS  
VESSEL SECTION  
5700 E. TUDOR ROAD  
ANCHORAGE, ALASKA 99507

907/269-0389 OFFICE  
907/269-5616 FAX



156' Length  
38.0' Breadth  
16.0' Depth

413.0 Gross Tons

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## Definitions

“Owner”: the State of Alaska, Department of Public Safety

“Owner’s Representative”: Lars Hollis, or his designated representative

## **1.0 TEMPORARY SERVICE**

The Temporary Services described in this Section shall be provided for all days of this contract, including when the vessel is berthed or dry-docked, and for all lay-days.

### **1.1 MOORING**

Immediately upon the vessel arriving at the Contractor's facility, the Contractor shall provide adequate moorage, mooring fenders, and mooring lines to secure the 156 foot vessel pier-side throughout the shipyard Contract period. The vessel is to be moored at an assigned berth so that the vessel's crew, shipyard workers and their materials and equipment have easy access. Appropriate fenders shall be strategically placed so wearing or damage to the vessel does not occur. TIRES SHALL NOT TO BE USED AS FENDERS.

If the Contractor intends to moor the vessel alongside a pier with tidal fluctuations, the Contractor shall ensure that the vessel can safely move up and down through any expected tidal range, without mooring line adjustment. The Captain of the vessel will make the final determination that adequate mooring lines have been provided.

### **1.2 SHORE POWER**

Immediately upon the arrival of the vessel at the Contractor's facility, the Contractor shall provide shore power hook up for the vessel. The Contractor shall supply 480 VAC three phase, 200 amp service. The vessel has a standard four-prong receptacle. Electrical shore power is required at all times, including while out of the water, except when the vessel is being shifted. The vessel consumes an average of 30 KW/hr.

### **1.3 TELEPHONE**

This Section not used.

### **1.4 POTABLE WATER**

Contractor shall provide a 1½" fire hose with potable water, so that the vessel's crew may fill the vessel's potable water tanks after work is completed, but prior to the vessel departing the shipyard.

### **1.5 SHIP'S SERVICE AIR**

Contractor shall provide a compressed air hose for use by the crew a ship's service air with a pressure of 125 PSI minimum and a volume of 10.0 CFM.

### **1.6 GANGWAY**

The Contractor shall provide an OSHA approved gangway system to provide personnel access to the main deck of the vessel and adequately safeguard the passage of persons coming and going from the vessel. Vessel access is required at all times, including while the vessel is out of the water, except when the vessel is being shifted.



## **1.7 FIRE PROTECTION**

The Contractor shall provide one 1½" fire hose to the vessel's main deck to charge the vessel's fire-fighting system. In addition, the Contractor shall provide at least one shore based fire station, with a stowed 2½" hose and nozzle that is capable of spraying a large stream of water anywhere on the vessel. Fire main pressure is required at all times, including while the vessel is out of the water, except when the vessel is being shifted.

In addition to fire main pressure, the Contractor shall provide a fire and safety plan to the Captain of the vessel during the Pre-shipyard meeting. This plan shall include 24 hour per day phone numbers for all safety, fire, and emergency response personnel. The plan shall also detail the yard's fire-fighting and safety procedures and capabilities. Emergency services response is required 24 hours per day, seven days per week. Emergency contact information shall be prominently posted by Contractor, on laminated or waterproof paper, at the entry points of the vessel's house and forecastle.

## **1.8 DECK COVERING**

Immediately upon the arrival of the vessel to the Contractor's facility, the Contractor shall provide and maintain, during the entire shipyard period, a protective covering to all areas inside the vessel's main deck, passageways, the wheel-house deck and any other internal areas or paths that will be used by the Contractor's crew. At the end of the shipyard period, the Contractor shall remove and discard the protective covering. Any internal or exterior areas soiled during the shipyard period are the sole responsibility of, and shall be cleaned and/or repaired by, the Contractor.

## **1.9 GARBAGE**

The Contractor shall provide for one standard size dumpster with regular dumping service for use by the vessel's crew, within 50 yards of the vessel's gangway, during the entire shipyard period.

## **1.10 PARKING**

The Contractor shall provide two assigned parking spaces for use by the crew's rental vehicles at a location near the vessel and convenient for daily use during the entire shipyard period.

## **1.11 TOILET FACILITIES**

The Contractor shall toilet facilities within 200 yards of the vessel's gangway, during the entire shipyard period. If the toilet facilities consist of a portable toilet, Contractor shall provide regular cleaning services for the portable toilet, minimum of once per week.

## **1.12 TANK ACCESS AND TESTING**

The intent of this item is provide a marine Chemists' "Safe for Entry Certificate/Safe for Hot-work Certificate" for the spaces requiring hot work.

The Contractor shall open the following tanks and voids, test the air quality of these spaces, and re-install all covers after work in this specification is completed.

*TANKS, VOIDS OR SPACES:*

1. Fwd Machinery Space (FR 9 -19)
2. Engine Room (FR 47-63)
3. Port Fresh Water Tank (FR 55-62)
4. Stbd Fresh Water Tank (FR 55-62)
5. Fwd Ballast Tank (Bow – FR 9)
6. Aft Ballast Tank (FR 73- Stern)
7. Lazzarette (FR 70-FR 73)

Prior to certifying a space safe for hot work, Contractor shall empty and dispose of the residual tank contents in accordance with local, State and Federal regulations. For the purposes of this bid, Contractor shall assume 25 gallons of residual liquids in each tank. Any changes to the anticipated amount of liquids shall be handled as a Change Order

Contractor shall remove applicable quick access covers and or bolt down covers on the tanks, voids, and spaces listed above. Contractor shall ventilate and provide a marine Chemists' "Safe for Entry Certificate/Safe for Hot-work Certificate" for the tanks, voids, and spaces listed above. This item includes the cost of the Chemist, travel, per diem, and any safety covers/protection, if required. The Contractor shall maintain the voids, tanks, and spaces Safe for Entry / Safe for Hot Work certificates during the contract period unless otherwise indicated in writing by the Owner. If a transfer of the vessel requires new inspections by a marine Chemist, then Contractor is responsible for re-certifying the spaces. At the completion of the contract, or earlier if requested by Owner, Contractor shall reinstall covers with new gasket and existing hardware and visually ensure tanks and voids are properly sealed.

The Contractor is responsible for keeping all water and dirt out of open voids and tanks. Should water or dirt enter these spaces, the Contractor shall remove it at no additional cost to the owner. The Contractor shall provide suitable safety guards around open covers.

## **2.0 MISCELLANEOUS ACCOUNTS**

The Contractor shall provide the materials, equipment and labor for each of the following subtasks, including any removal of items in providing the following services. The Bidder shall provide cost information for each subtask in the ITB Bid Schedule.

### **2.1 VESSEL ACCOUNT**

This Section not used.

### **2.2 WELDING ACCOUNT**

The Contractor shall provide the services of a certified marine welder and all necessary welding equipment, supplies, and support systems. This item shall be bid as a unit price in dollars per hour for a welder. For purposes of bid comparison, the hourly rate bid on the ITB shall be multiplied by 200, however the actual quantity of welding hours shall be determined during the Contract period by the Owner's Representative. The Owner shall be invoiced only for the actual number of hours of welding, multiplied by the hourly rate shown in the ITB.

The intent of this item is to assist the vessel's crew to accomplish small miscellaneous work projects that may arise during the shipyard period. The Owners' Representative has authority to direct projects from this account.

### **2.3 GENERAL PAINTING ACCOUNT**

The Contractor shall provide the services of at least two skilled painters and all necessary preparing, painting, and cleaning equipment to properly prepare and paint designated areas on the vessel. This item shall be bid as a unit price in dollars per hour for one painter. For purposes of bid comparison, the hourly rate bid on the ITB shall be multiplied by 200, however the actual quantity of painting man-hours shall be determined during the Contract period by the Owner's Representative. The Owner shall be invoiced only for the actual number of man-hours of painting, multiplied by the hourly rate shown in the ITB.

The intent of this item is to assist the vessel's crew in painting small areas of the vessel that are not defined as major painting tasks in Section 5. This work shall consist mostly of power grinding preparation and hand painting with rollers and brushes. These workers shall perform no more than 200 man-hours total for this effort. The Owner's Representative has authority to direct projects from this account.

### **2.4 CRANE AND/OR BOOM TRUCK SERVICE ACCOUNT**

The Contractor shall provide the services of a crane or boom truck to lift gear off and on the vessel. Lifting device (Crane/Boom truck) shall be large enough to pick a 5 ton load from the top deck of the vessel while it is both moored at the Contractor's facility and in dry dock.

This item shall be bid as a unit price in dollars per hour for crane/boom truck and qualified operator. For the purposes of bid comparison, the hourly rate bid on the ITB shall be multiplied by 10, however the actual quantity of crane-hours shall be determined during the Contract

period. The Owner shall be invoiced only for the actual number of man-hours of painting, multiplied by the hourly rate shown in the ITB.

The intent of this item is to assist the vessel's crew in removing and installing large and or bulky items on and off the vessel. The Owner's Representative has the authority to direct projects from this account.

## **3.0 DRY DOCKING**

### **3.1 DRY DOCKING**

#### **3.1.1 References**

- 3A) Homeport Marine Services Dwg. D-1 Rev A Docking Plan & Anode Locations
- 3B) Historical Foss Docking Plan. Accuracy unknown, provided for general information only.

#### **3.1.2 Scope**

This work consists of safely lifting the vessel from the water and safely launching the vessel after completion of dry dock related work items. The bid for this section shall include all fees and costs associated with dry docking, lay days, and moving the vessel in and out of the dry dock, including tug fees if required.

The Contractor shall provide labor, material, and equipment, for dry docking and undocking the vessel to accomplish all work described herein. The Contractor is responsible for all docking and un-docking activities and shall thoroughly review the vessel's docking plan with regard to blocking in way of the keel, transducers, keel coolers, propellers, anodes, rolling chocks, and other sensitive areas.

The Contractor shall own, be the primary lessee, or be the secondary lessee of the haul out facility. If the Contractor is the secondary lessee, a statement indicating that the Contractor is the secondary lessee and copy of the lease contract shall be provided with the bid. The secondary lease shall indicate that the Contractor is the primary party responsible for all rights and responsibilities.

The Contractor shall provide the Owner a certificate for the dry dock/lifting facility (i.e. American Bureau of Shipping). Mechanical lifting facilities shall provide certificates indicating size, type, and age of any cables used for lifting or hauling the vessel.

The location of the docking blocks shall be alternated every other dry docking to ensure that the area under the blocks that do not get painted will get painted every other time the vessel is dry docked. The vessel was last lifted by Vigor, Ketchikan in 2018. Final docking position and any required additional vessel drawings will be provided by vessel owner at contract award.

Contractor shall develop a blocking plan in accordance with Reference 3A) and to meet the requirements of this section. The Contractor shall provide the Owner with calculations which demonstrate the blocking plan and keel and side block pressures will meet the requirements of this section. Contractor shall note that the vessel's keel shoe extends 12 inches below the flat keel plate.

- a) Keel blocks shall be designed to support 85% of total vessel weight. Under no circumstances shall keel block pressure exceed 10 long tons/ft<sup>2</sup>. Keel blocks shall be 4 feet in width (as measured along the transverse axis of the vessel); no less than 2 feet in length (as measured along the longitudinal axis of the vessel); and no less than 4 feet high (as

measured above dock floor). Maximum keel block spacing is 10 feet on centers. Keel blocks shall support the vessel over the entire length of the keel.

- b) Side blocks shall be designed to support 25% of total vessel weight. Under no circumstances shall side block pressure exceed 5 long tons/ft<sup>2</sup>. Side blocks shall be 4 feet in width (as measured along the transverse axis of the vessel), and no less than 1-1/2 feet in length (as measured along the longitudinal axis of the vessel). The final position of the side blocks shall be such that the middle portion of the side block is in way of a major vessel longitudinal structural member, located beneath the shell plating of the vessel. The minimum allowable number of side blocks is 3 per side (3 port and 3 starboard). Calculations used to determine the number of needed side blocks shall be approved prior to lifting. Side blocks shall support the vessel over a length not less than one-third of vessel LBP.
- c) The angle of side blocks to dry dock floor shall be such that the average line of force perpendicular to the upper face of the block must pass within the middle third of the block, at the block's base.
- d) Individual blocks shall contact the vessel by at least 75% of the block's bearing area. A block's bearing area shall be assumed to be the entire upper face of the block, unless otherwise stated in the bearing calculations presented at the dry dock meeting. Blocking shall be considered inadequate if more than 1 side block, more than 2 consecutive keel blocks, or more than 3 total keel blocks fail to contact the vessel properly. Shoring of blocks is not acceptable. The Contractor shall immediately refloat the vessel if these requirements are not met.
- e) Block faces must be wood and must be smooth and level (plus or minus 1/4 inch) along the entire bearing length. If necessary, 2 inches of soft wood crush caps may be installed on blocks along the entire bearing length of vessel.
- f) All docking plugs, sea chests, transducers and other penetrations indicated on the docking plan must be well clear of blocking.

The Contractor shall lift the vessel such that work can occur on all parts of the vessel, including removing and installing propellers, seachests, transducers, and shafts. The vessel shall be lifted such that it is protected from work, dirt, and overspray from adjacent vessels. If the Stimson is impacted from adjacent vessels or vessel work, the Contractor shall remedy any impact, prior to launching.

The contractor shall provide a diver to inspect the vessel to ensure that the vessel is properly landed on the docking blocks and that all appendages and sensitive areas are free and clear prior to lifting the vessel.

### **3.1.3 Dry Dock Meeting.**

A dry dock meeting shall take place at least 2 days prior to the vessel being dry docked. At this time the Dockmaster will present his blocking plan and calculations and describe his plan for docking the vessel including: schedule, weather, the use of engines, tugs, communications, and other relevant items. The Contractor shall assume that the crew and the vessel's propulsion

engines will not be available. The Contractor shall present a plan for all waterborne movements of the vessel for review and approval by the Owner. If appropriate, the Contractor shall present, in detail, the plan for land transfer of the vessel.

The Contractor shall notify the Owner a minimum of 48 hours prior to dry docking/undocking the vessel.

The Contractor shall not initiate docking activities without the expressed permission of the Owner. The Contractor may not undock and redock the vessel during the period that the work is in progress on the underwater hull items.

### **3.2 LAY DAYS**

Lay Days is defined as space rental and all necessary expenses to provide a suitable place to perform required construction work on the vessel, while it is out of the water. The bid for this section shall include all fees and costs for the Lay Days required to complete all Definite bid dry dock related items.

Temporary Services described in Section 1.0 if this contract shall be provided for all days of this contract, including when berthed or dry-docked and for all Lay Days.

Lay Days shall not be charged for the day of lifting and the day of launching the vessel.

If a Contingent Item of work is activated, the Contractor shall add the required additional Lay Days to the dry dock period at no additional cost or impact to the Owner, other than the Contingent Item bid cost. The cost of any additional lay days required to complete the Contingent Item shall be included in the items bid cost. It is the Contractor's responsibility to plan for all dry dock work items, Definite and Contingent, so that all work occurs during the same dry dock period.

At the dry dock meeting, required in Section 3.1 (above), the Contractor shall provide the Owner with a plan for work while the vessel is on dry dock. This plan shall include the number of Lay Days required by the Contractor to perform the Definite Items and each Contingent Item.

## **4.0 HULL SERVICES**

The Contractor shall submit firm fixed prices for the work contained in each item in this section. The price for each item shall include all material, labor, and equipment costs associated with the work as defined within each item.

### **4.1 REMOVE, REFURBISH, AND REINSTALL PROPELLERS**

#### **4.1.1 References**

4A) Homeport Marine Services dwg M-1 Shafting Details

#### **4.1.2 General**

Propellers are four bladed 78 inches in diameter x 62 inches pitch propellers.

#### **4.1.3 Removals**

Prior to any work in this Section, Contractor shall verify that the propeller nut loosening and tightening forces will not be taken up by the reduction gears or main engines. If necessary, a temporary support shall be installed to resist any shaft torque forces during propeller removals and installations.

Also prior to any work in this Section, Contractor shall verify the gap between the forward end of the propeller hub and the aft shaft bearing housing and must establish a way to accurately establish the final longitudinal position of each shaft when looking from inside the engine room. Since the work in this Contract includes confirmation of shaft alignment, which will occur when the vessel is in the water, final shaft position needs to be accurately determined independent of the companion flanges. The gap measurements and the dimensions and plan to accurately locate final shaft position in the water must be provided to the Owner for approval, prior to propeller removal.

After propellers are high pressure washed as required in Section 5.1, Contractor shall tag and remove each of the vessel's two propellers and securely mount them on shipping pallets. Once mounted, propellers shall be enclosed in a plywood box for shipping, to the satisfaction of the Owner's Representative. Contractor shall ship propellers to Sound Propeller in Seattle, Washington for reconditioning and re-balancing.

Contact:           Sound Propeller  
                  7916 8<sup>th</sup> Avenue South  
                  Seattle, WA 98109  
                  (206) 788-4202

#### **4.1.4 Propeller Inspection and Reconditioning**

Inspection and reconditioning of propellers shall be conducted by Sound Propeller in Seattle Washington. Each propeller shall be subject to: visual inspections for damage, thorough cleaning, dye penetrant testing of propeller hubs and up 10 inches on blades, weighing, measurement of propeller pitch, balance test, minor pitch adjustments, and polishing. For the purpose of this bid, Contractor shall include up to 2 hours for minor pitch adjustments. Any pitch adjustments requiring more than 2 hours, or any balancing work, shall be the subject of a



Change Order. Contractor shall provide a Condition Found Report detailing the condition of the propellers including the actual propeller pitch, propeller balance, and the results of the dye penetrant test. In the Condition Found Report, the Contractor shall propose a method and cost to repair any deficiencies found. Any required repair work on the propellers shall be handled as a Change Order.

Following refurbishment, Contractor shall tag and ship propellers back to Contractor's facility. For shipping, propellers shall be securely mounted on a shipping pallet and enclosed in a plywood box to the satisfaction of the Owner.

#### **4.1.5 Installations and Modifications**

After re-installation of shafts in accordance with Section 4.2, Contractor shall install propellers on the vessel. Contractor shall ensure that each propeller is installed on the same side of the vessel from which it was removed during installation, Contractor shall first check the fit up of the taper using blue compound to demonstrate a minimum hub/shaft contact area of 80%. If propeller fails testing, it shall be lapped with grinding compound and retested for fit up using blue compound. All blue tests shall be witnessed by the Owner. Once a contact area of 80% has been achieved and approved by the Owner, Contractor shall seat propellers and install propeller nuts. Propeller hub zincs shall be installed in accordance with Section 4.8. Contractor shall provide a Condition Found Report to the Owner detailing the final contact area.

## **4.2 REMOVE, INSPECT, AND RE-INSTALL PROPELLER SHAFTS**

### **4.2.1 References**

4A) Homeport Marine Services dwg M-1 Shafting Details

4B) Homeport Marine Services dwg M-2 Rudder Details

### **4.2.2 General**

The vessel has two 5 inch diameter Aquamet 17 propulsion shafts, as shown in Reference 4A). Both shafts were replaced in 2015 with new 5 inch Aquamet 17 shafts. Figure 4.2A shows the below water propeller and rudder arrangement. The intent of this section is to remove and inspect the shaft, and measure shaft bearing wear-down diameters.



**Figure 4.2A: Shaft and Rudder Arrangement**

### **4.2.3 Removals**

The shaft removals shall occur after completion of rudder removals in section 4.3.

Contractor shall remove both the port and starboard propulsion shaft shown in Reference 4A). Prior to shaft removal, the following are required for removal of the shafts:

- 1) Remove and retain the "rope guard" from both port and starboard strut barrels. On each strut barrel there is a ½" x 5" rolled flat bar that covers over the exposed shaft that exits the strut barrel as shown in Reference 4A).
- 2) Remove deck plates and deck plate supports in the engine room, above the shafts.
- 3) Remove and dispose of all old packing from the two main propeller shaft stuffing boxes.
- 4) Remove and retain the brake calipers.
- 5) Crop out and retain portion of Frame 61 as interferences (similar to figure 4.2B).
- 6) Support the forward end of the shaft and drift shaft aft (along with shaft coupling and disk brake) to access the forward coupling thrust plate. Then remove and retain the shaft coupling and attached brake disc coupler and brake disc.



Figure 4.2B: Cropped FR 61 for Shaft Removal

After removal, of the shaft couplings, Contractor shall carefully remove both the port and starboard shaft. Adequate lifting gear shall be provided to minimize the wear on the aft shaft bearings. Shafts are 5 inch diameter, approximate 20'-10.25" inches in length, Aquamet 17 as shown in Reference 4A).

After removal of each shaft, shaft shall be labeled port / starboard and moved to a machine shop for inspections.

#### **4.2.4 Installations and Modifications**

Contractor shall measure the ID of both the fwd and aft shaft bearings on both port and starboard shafts. Bearing internal diameters shall be taken in both the vertical direction and the athwartships direction at both ends of the bearings (four measurements per bearing). Contractor shall provide a Condition found report with the bearing dimensions and a comparison to the published diameter for a Johnson "FACT" sleeve bearing for a 5" dia shaft. Any bearing found to be out of specification shall be replaced with a new bearing as the subject of a Change Order.

Contractor shall dye penetrant test the shaft tapers and keyways at both ends of the port and starboard shafts and visually inspect the entire shaft for cracks, wear, and damage. After visual inspection, Contractor shall mount each shaft on a lathe and measure run-out and shaft outside diameter (OD) measurements. Four OD measurements shall be taken on each shaft exactly in way of the corresponding bearing ID measurements (provided above). Additional OD measurements shall be taken along the length of the shaft and in way of packing gland wear

areas. Contractor shall provide a Condition Found Report detailing the results of the shaft inspections and measurements to the Owner for approval. The repair of any shaft damage found during the inspections shall be the subject of a Change Order.

After inspection of the shafts and Owner approval, Contractor shall reinstall both the port and starboard shafts in the vessel in the reverse order of the removals. During installation of shafts, forward end of shaft shall be supported to keep forward end of shaft concentric inside packing gland assembly. Supports shall be installed to maintain alignment when shaft is moved forward to facilitate installation of companion flanges. Shaft supports shall be retained after packing is installed, to facilitate engine alignment measuring.

After shafts are installed and supported, shaft stuffing boxes shall be packed with new 1 inch Duramax Ultra-X (greaseless) packing and the packing bolts lightly tightened. For purposes of this bid, Contractor shall assume 7 rings of packing per shaft at approximately 15.7 inches length each ring. Contractor shall provide and additional 2 spare rings of packing for each shaft to the Owner.

After all shaft installation and engine alignment check is complete, Contractor shall reinstall the grating and grating supports aft of the port and starboard reduction gears.

Contractor shall reinstall the propellers in accordance with Section 4.1.

After approval of shaft installation, Contractor shall reinstall the rudders in accordance with Section 4.3.

Once vessel is launched, Contractor shall provide a machinist to monitor packing gland leakage and adjust as necessary to a slow drip. Packing shall be minimally tightened until sea trials occur. During sea trials, Contractor shall provide a machinist to monitor packing and loosen or tighten packing as necessary to maintain correct flow during packing break in.

#### **4.2.5 Alignment check**

Once shaft couplings are installed and the flanges are close to final position, Contractor shall measure flange to flange distances (at four locations: top, bottom, and both sides) and flange concentricity to determine gear flange to shaft flange alignment. A report shall be prepared for each shaft (port and starboard) and presented to Owner for approval. If flanges are not aligned, Owner will request a change order for engine re-alignment.

### 4.3 RUDDER BEARING WEAR-DOWN MEASUREMENTS AND PACKING REPLACEMENT

#### 4.3.1 References

4B) Homeport Marine Services dwg M-2 Rudder Details

#### 4.3.2 General

The vessel has two 9 inch diameter rudder shafts as shown in Reference 4B). The intent of this section is to remove the rudders for shaft removal clearance and obtain normal rudder bearing wear-down measurements.

#### 4.3.3 Removals

Contractor shall remove the two existing rudders (one port and one starboard) shown in Reference 4B). Rudder removal will require the following:

- 1) Careful disassembly and removal of the rudder tiller arms. After removal, tiller arms, tiller key and steering linkages shall be labeled, cleaned and stored for reinstallation.
- 2) Removal and disposal of all old packing from the rudder shaft stuffing boxes.
- 3) Removal of the rudder shoe. Prior to removal, port and starboard rudder shoes shall be marked to identify the side. Rudder shoes shall be retained for reinstallation.

Figure 4.3A shows the rudder shaft with the tiller arm removed and the packing gland follower lifted for packing removal. Figure 4.3B shows the rudder shoes removed.



Figure 4.3A: Rudder Shaft in Lazarette with Tiller Arm Removed



Figure 4.3B: Rudder With Shoe Removed

#### 4.3.4 Installations and Modifications

The underwater portions of the rudder shafts shall be cleaned of all marine growth, including hand scraping of barnacles if necessary, and then flushed with water before taking bearing

measurements. Contractor shall visually inspect the exposed portions of both the port and starboard rudder shafts for any signs of wear, pitting, or other damage.

As shown in Reference 4B), the vessel rudders each have the following 3 bearings:

- 1) One upper bearing, which is a bronze bushing (item 48 in Reference 4B) located in the Lazarette and above the tiller arm,
- 2) One neck bearing, which is a rubber cutlass bearing (item 23 in Reference 4B) located in the rudder tube and below the stuffing box, and
- 3) One pintle bearing, which is a rubber cutlass bearing (item 48 in Reference 4B) located below the rudder.

Contractor shall take and record at least two sets outside diameter (OD) measurements of the rudder shaft in way of each of the two rudder bearings and one bronze bushing. OD measurements shall be taken in sets: one measurement oriented fore/aft and one measurement oriented port/starboard. A minimum of six sets of measurements is required for each rudder shaft, two at each bearing or bushing.

For each rudder shaft OD measurement, Contractor shall take and record similar internal diameters (ID) measurements in the rudder bearings at the same vertical location of the corresponding OD measurement. Recorded measurements shall be arranged so that bearing clearance can be readily calculated, by subtracting ID from OD, so that Owner may accurately understand bearing wear.

Contractor shall visually inspect the rudder carrier plate, thrust plates and tiller arm for any signs of corrosion or wear.

Contractor shall provide a Condition Found Report to the Owner documenting the results of the visual inspections, bearing measurements, and rudder shaft diameters. Replacement of any bearings found to be out of clearance shall be handled by Change Order.

Prior to rudder reinstallation, the propeller shafts shall be reinstalled as described in Section 4.2, and the propellers shall be reinstalled as described in Section 4.1.

Prior to re-installation of the rudder shoe, Contractor shall provide a weld procedure to the Owner for approval detailing the joint preparation and weld sequence for the 1½" strut plates. After Owner approval of Contractor's weld procedure and the rudder bearing measurements, Contractor shall reinstall both the port and starboard rudders using the retained rudder shoes, carrier plates, thrust plates, and tiller arms. Contractor is responsible for ensuring the reinstallation of the rudder shoe does not impede the rotation of the rudder or impart undue stress onto the rudder or rudder support structure.

After approval installation of the rudders, Contractor shall install new Duramax Ultra X (greaseless) packing in the port and starboard rudder stuffing boxes in accordance with manufacturer recommendations. The rudder tube stuffing boxes are custom stuffing boxes

with approximately 5 rings of 1 inch packing. The rudder shaft outside diameter is 9½ inches (29.8 inch circumference). Contractor shall provide 2 spare rings of packing for each rudder post to the vessel Owner.



#### **4.4 OILY WATER AND WASTE OIL REMOVAL**

##### **4.4.1 References**

4C) Tank Arrangement

##### **4.4.2 Scope**

The Contractor shall empty and dispose of the contents of the oily water tank, waste oil tank, and the engine room bilge. For purposes of this ITB, the Contractor shall anticipate 3,000 gallons of oil and existing oily water.



#### **4.5 BILGE CLEANING**

Contractor shall accomplish the work in Section 4.4 (Oily Water and Waste Oil Removal) of this specification, prior to accomplishing the work in this section.

Contractor shall provide labor, material and equipment to provide a hot detergent/power wash of the engine room bilge and forward machinery space bilges. Bilge areas are defined as all of the lower areas of the engine room and forward machinery space, below the level of the floor plates.

Prior to starting any cleaning, the Owner's Representative shall approve the detergent selection. Detergent water mix must be such that a soapy residue is not left in bilge spaces.

Contractor is responsible for the pumping and disposal of any liquid generated during the cleaning. Bilges must be clean and dry when Contractor is finished. The intent is that the bilges will be cleaned in a manner that will allow a "Safe for Hot Work" certificate to be obtained from a marine chemist if that is required.

Following completion of the engine room and forward machinery space bilge cleaning, the Contractor shall obtain a "Safe for Hot Work" certificate as required in Section 1.12.

## 4.6 SEA VALVE AND OVERBOARD DISCHARGE VALVE MAINTENANCE

### 4.6.1 References

– None –

### 4.6.2 General

The intent of this section is to test the vessel's sea valves and overboard discharge valves while the vessel is on the dry dock.

### 4.6.3 Applicable Valves

The valves applicable to this section are as follows:

#### SEA VALVES:

- 1) Bow Thruster Fire Pump Sea Valve (Bow Thruster Room Bilge)
  - 8-inch gate valve, 8 bolt flange
- 2) *SONAR Sea Valve* (Tank Alley Bilge)
  - 8 inch gate valve, 8 bolt flange, 150#, marine bronze, OKV
- 3) Starboard Crab Pump Sea Chest (Engine Room Bilge)
  - 8-inch gate valve, 8 bolt flange, bronze, 150#
- 4) Port Crab Pump Sea Valve (Engine Room Bilge)
  - 8 inch gate valve, 8 bolt flange, 150#, marine bronze, OKV
- 5) Wash Down Pump Sea Valve (Bow Thruster Room Bilge)
  - 3-inch gate valve, 4 bolt flange, bronze, 150#, PIMA
- 6) Bow Thruster Fire Pump Vent (Bow Thruster Room Bilge)
  - 1½-inch gate valve, NPT, bronze, 150#
- 7) Port Crab Pump Vent (Engine Room Bilge)
  - 1-inch gate valve, NPT, bronze, 150#
- 8) Wash Down Pump Vent (Bow Thruster Room Bilge)
  - ½-inch gate valve, NPT, bronze, 150#
- 9) Port Crab Pump Sea Valve, Not Used (Engine Room Bilge)
  - 2-inch gate valve, NPT, bronze, 150#
- 10) Aft Engine Room Sea Chest (Engine Bilge)
  - 3-inch gate valve, 4 bolt flange, bronze, 150#, PIMA
- 11) Fire Pump Suction Sea Valve (Engine Bilge, Starboard Crab Pump Sea Chest)
  - 3-inch gate valve, 4 bolt flange, bronze, 150#, PIMA

#### OVERBOARD DISCHARGE VALVES:

- 12) Crab Pump Overboard, Starboard (Engine Room Overhead)
  - 8-inch wafer valve, 8 bolt flange, bronze, 150#, DEMCO
- 13) Crab Pump Overboard, Port (Engine Room Overhead)
  - 8-inch wafer valve, 8 bolt flange, bronze, 150#, DEMCO
- 14) Bilge Pump Overboard (Engine Room Overhead)
  - 3-inch gate valve, 4 bolt flange, bronze, 150#, PIMA



Figure 4.6A: Bow Thruster Fire Pump Sea Valve

- 15) Sewage Overboard (Shaft Alley Overhead)
  - 3-inch gate valve, 4 bolt flange, bronze, 150#, PIMA
- 16) Sewage Overboard (Shaft Alley Overhead)
  - 3-inch swing check valve, 4 bolt flange, bronze, 150# PIMA.
- 17) Galley Sink Overboard (Lazarette Overhead)
  - 1½-inch gate valve, NPT, bronze, 150#
- 18) Galley Sink Overboard (Lazarette Overhead)
  - 1½-inch check valve, NPT, bronze, 150#

#### **4.6.4 This Section Not Used**

Not used.

#### **4.6.5 This Section Not Used**

Not used.

#### **4.6.6 Remove, Test, and Reinstall Valves**

Contractor shall remove valves number 1 (Bow Thruster Fire Pump), 2 (Sonar), 3 (Starboard Crab Pump Sea Valve) and 4 (Port Crab Pump Sea Valve) from the vessel and move the valves to a clean workshop for “Prussian Blue” testing and lapping.

The Sonar sea valve (valve 2) does not close with the Sonar in place and inspection/testing of the Sonar sea valve requires that the Sonar be removed. Contractor shall provide a qualified Sonar field service technician to disconnect and remove the Sonar from the sea chest. The Sonar is a Furuno Model CH-250, type CH-254, serial number 4611-1185. The Sonar is installed in a bolted flange on the top of the 8 inch sea chest, as shown in Figure 4.6B. Once removed the Sonar shall be stored in a secure location and protected from weather and shipyard debris. Any damage to the Sonar during removal or storage shall be repaired to like new condition by the Contractor at no cost to the Owner.



**Figure 4.6B: Sonar Mounted on an 8 inch Sea Chest in the Tank Alley**

Valves 3 and 4 are installed below the vessel's crab pumps, as shown in Figures 4.6C and 4.6D. The vessel's crew will remove the crab pumps after the vessel is drydocked. Contractor shall coordinate with the vessel Owner to schedule the required Contractor's effort for valves 3 and 4. After the crew has removed the port and starboard crab pumps, Contractor shall remove the “T” connections and associated piping between the crab pump and the sea valve. “T” connections and associated piping shall be stored for reinstallation.



**Figure 4.6C: Port Sea Chest Sea Valve**

Removed valves shall be moved to a clean workshop and Contractor shall disassemble, clean, visually inspect, and “Prussian Blue” test valve numbers 1, 2, 3 and 4 to ensure 100% seat contact. Owner’s Representative shall witness the results of blue testing. If each valve passes testing, it shall be reassembled with new cloth-inserted gaskets and valve stem packing material. If a valve is in good visual condition but fails the “Prussian Blue” test, the valve shall be lapped with grinding compound for a minimum of 30 minutes and retested with “Prussian Blue”. Following inspection and blue testing, Contractor shall provide a Condition Found Report to the Owner detailing the condition of the valve.



**Figure 4.6D: Port Crab Pump**

If a valve fails the second “Prussian Blue” test, the repair or replacement shall be handled by Change Order. In the Condition Found Report, the Contractor shall propose a method and cost to repair or replace the defective valve. Any costs to reassemble the valve with new gaskets and stem packing material shall not be included in the Change Order as this effort is included in the normal scope of work for this section.

After the valve passes a “Prussian Blue” test and prior to moving the valve to the vessel, Contractor shall hydrostatically bench test the valve at a pressure of 1.5 times the rated valve operating pressure. The hydrostatic test pressure shall be held for a minimum of 15 minutes. All hydrostatic testing shall be witnessed by the Owner’s Representative.

After the valves 1, 3, &4 pass the hydrostatic pressure test, Contractor shall reinstall the valves with new gaskets and new marine grade stainless steel nuts, bolts, and washers using marine grade never-seize on all fasteners. The valves shall be in the closed position with the inboard

piping off (disconnected) for leak testing in accordance with this section, at the time of undocking.

After reassembly of valve number 2, Contractor shall provide a qualified Sonar field service technician to re-install, reconnect, and commission the Sonar in accordance with the manufacturer's specifications. Since valve 2 cannot be closed with the Sonar installed, a leak test for valve 2 is not required, however a leak test on the reinstalled Sonar assembly is required.

#### **4.6.7 Remove and Replace Valves**

Contractor shall remove and replace valves 5 through 7 and 9 through 18.

For each valve, Contractor shall procure a new valve of identical model, material and performance

After replacement valves are procured, Contractor shall install valves 5 through 7 and 9 through 18. All non-threaded valves shall be installed with new gaskets and new marine grade stainless steel nuts, bolts, and washers using marine grade never-seize on all fasteners. Valves 5 through 11 shall be installed in the closed position with the inboard piping loose for leak testing in accordance with this section, at the time of undocking. After the valves pass the leak test, Contractor shall reinstall the inboard piping.

#### **4.6.8 Remove and Cap Off Piping**

The vessel crew indicate that valve 8 is no longer connected to the vent piping and not used. As such the Owner desires to remove this valve and cap the piping.

Contractor shall remove and dispose of valve 8, cut the ½" piping to within 6" of the sea chest and install a welded pipe cap on the ½" piping. Modified piping shall be hydrostatically tested in the presence of the Owner's Representative to demonstrate a watertight installation.

After approval, modified piping shall be coated in accordance with Section 5.

#### **4.6.9 Hydrostatic Leak Testing**

In order to complete this item, sea valves (valves 1 and 3 through 11) and the reinstalled Sonar must pass a hydrostatic leak test (float test) just prior to the vessel being lifted off the dry dock blocks. During undocking, the Dock Master shall hold the vessel within two feet of the waterline as docked, for as long as it takes to examine each sea valve. If a valve fails for any reason, the Contractor shall lift the vessel from the water and correct the defective valve. The Owner shall not be liable for any additional costs, such as docking crews, tugs, etc., which result from this extra time.

#### **4.6.10 Quality Assurance**

The Contractor shall insure that the Owner's Representative inspects all phases of this task and that all materials are of good marine grade.

**4.6.11 Documentation**

The Contractor shall provide a Condition Found Report documenting the condition of all valves and copies of any purchase orders associated with new valves or valve repair components.



## 4.7 BOW THRUSTER

### 4.7.1 References

– None –

### 4.7.2 General

The vessel has a Schottel STT170 bow thruster at Frame 11. This section is intended to clean and inspect the bow thruster propeller. The bow thruster tunnel cleaning and coating is included in Section 5.

### 4.7.3 Removals

Each bow thruster tunnel grate consists of five horizontal flat bars with bolts on each end of the flat bars as shown in Figure 4.7A. To prevent the bolts from backing off during operation, the nuts are welded to the bolt as shown in Figure 4.7B.

Contractor shall remove the bow thruster grates on both the port and starboard side of the bow thruster tunnel. The flat bar grates shall be retained for reinstallation.

Contractor shall remove the weld-on zincs in accordance with Section 4.8.

### 4.7.4 Installations and Modifications

Prior to cleaning, Contractor shall protect the bow thruster seals.

Contractor shall high pressure wash the bow thruster tunnel and bow thruster area in accordance with Section 5. Contractor shall remove all marine growth from the bow thruster propeller and bow thruster housing. Then Contractor shall polish the propeller blades from the root to the tip.

Contractor shall visually inspect the bow thruster propeller blades for visible damage. Then Contractor shall use an owner approved nondestructive test method (such as dye penetrant) to check the propeller for cracks. All visual inspections and nondestructive testing shall be witnessed by the Owner's Representative. Contractor shall provide a Condition Found Report documenting the results of the visual inspections and nondestructive testing on the propeller. Any repairs to the bow thruster propeller shall be handled by a Change Order.

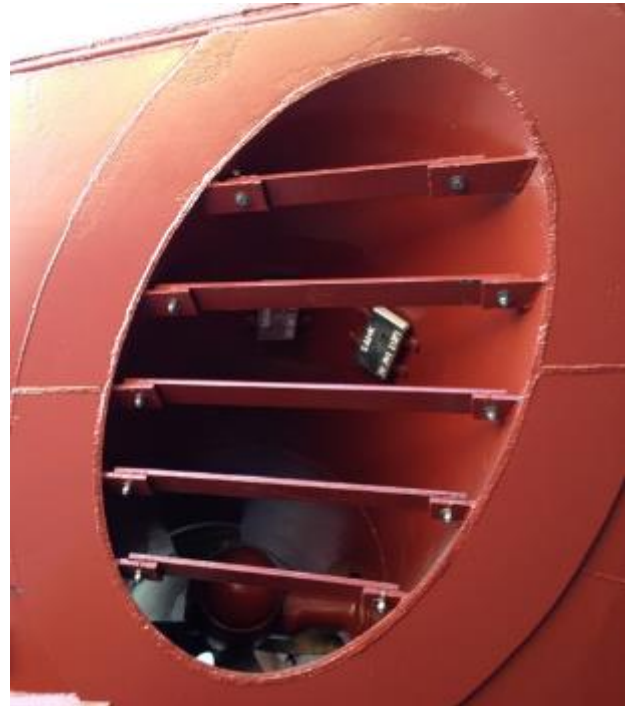


Figure 4.7A: Bow Thruster Grating



Figure 4.7B: Typical Bow Thruster Grating Bolt

After the hull, tunnel and tunnel grates have been painted in accordance with Section 5 and the new hull bow thruster tunnel zincs are installed in accordance with Section 4.8, Contractor shall reinstall the previously removed bow thruster tunnel grates with new stainless steel hardware, similar to existing. The nuts shall be welded to prevent the bolts from backing off.



## **4.8 INSPECTION AND REPLACEMENT OF HULL ZINC'S**

### **4.8.1 References**

3A) Homeport Marine Service Dwg D-1 Rev A Docking Plan & Anode Locations

### **4.8.2 General**

The vessel has fifty-nine bolt-on hull zincs, 4 weld-on bow thruster tunnel zincs and 2 propeller nut zincs. The intent of this section is to replace all the hull zincs, bow thruster tunnel zincs, and propeller zincs.

### **4.8.3 Removals**

Contractor shall measure the location and size of each hull zinc, and provide measurements to the Owner for purposes of updating the docking plan. Zinc anodes shall be removed prior to the underwater hull coating in Section 5.

Contractor shall remove all hull, bow thruster tunnel, and propeller nut zinc anodes. The majority of the hull zincs are **bolt-on** type, with the exception of the bow thruster tunnel zincs. Removal of the bow thruster zincs requires that the bow thruster grates be removed in accordance with Section 4.7.

Prior to installing new bow thruster zincs, the area where the original zincs were located shall have the welded spots ground and the area shall be recoated as if it were spot blasted.

### **4.8.4 Installations**

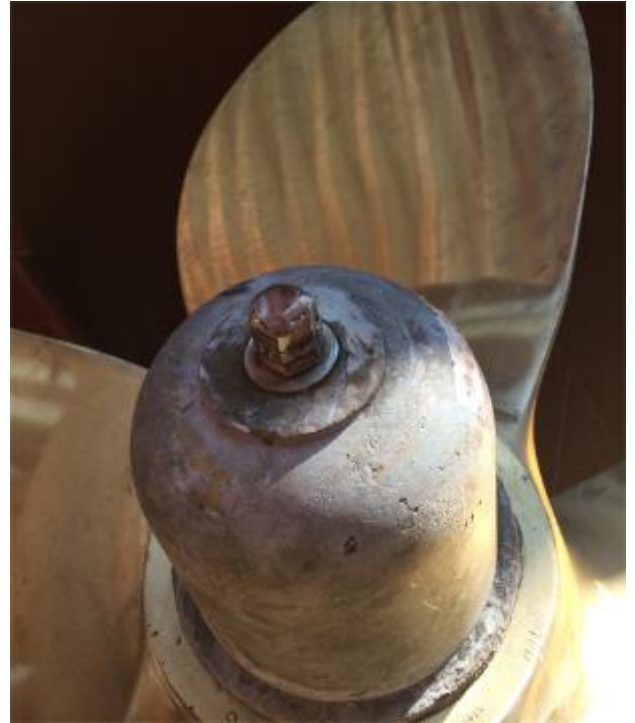
The Contractor shall supply the following zinc anodes:

- 1) Quantity 10: bolt-on style, 50#, 5 inch x 24 inch

- 2) Quantity 49: bolt-on style, 23#, 6 inch x 12 inch,
- 3) Quantity 4: weld-on style, 23#, 6 inch x 13 inch, and
- 4) Quantity 2: Propeller nut zincs, sized for a 10" propeller nut

After the underwater hull, rudders, tunnel, and sea chests are coated in accordance with Section 5, the Contractor shall install the fifty-nine bolt-on hull zincs, and four weld-on bow thruster tunnel zincs. Bolt-on zincs shall be installed with new stainless steel hardware. Weld-on zincs shall be installed in the bow thruster tunnel prior to re-installation of the tunnel grates in Section 4.7.

All zincs shall be installed in the same location as the previously removed zinc anodes. After installation, Contractor shall perform a conductivity test on each zinc anode. Conductivity testing shall be witnessed by the Owner's Representative.



**Figure 4.8A: Propeller Nut Zinc**

After reinstallation of the propellers, in accordance with Section 4.1, and prior to launching the vessel, Contractor shall install the 2 new propeller zincs. If required, a filler approved by the Owner, shall be used to fill any voids between the hub zinc and the propeller nut. The propeller nut zincs shall be installed similar to existing, with nuts welded to a threaded rod, as shown in Figure 4.8A.

#### **4.8.5 Quality Assurance**

The Contractor shall insure that the Owner's representative inspects all phases of this Task and all materials are of good marine grade.

#### **4.8.6 Documentation**

The Contractor shall provide a Condition Found Report documenting the results of all conductivity tests.

The location of all hull zincs shall be recorded by the Contractor and provided to the Owner for update of the docking plan.

### **4.9 TANKS AND VOIDS VENT CHECK VALVES**

This Section Not Used

## 5.0 HULL PAINTING

### 5.1 PAINT BID ITEMS

The Contractor shall provide all necessary labor, material, and equipment to prepare and paint the vessel as defined in the following bid item sections. The requirements of Sections 5.2 (General painting requirements) and 5.3 (Paint schedule) apply to each bid item.

The Contractor shall provide a separate price for the following six paint items:

- 5.1.1 Underwater Hull – Power Wash and Paint – Definite Bid Item
- 5.1.2 Underwater Hull – Spot Power Tool Cleaning – Contingent Item
- 5.1.3 House Decks – Commercial Blast – Definite Bid Item
- 5.1.4 House – Commercial Blast – Definite Bid Item
- 5.1.5 Foredeck Overhead – Commercial Blast – Definite Bid Item
- 5.1.6 Aft Ballast Tank – Commercial Blast – Contingent Bid Item

#### 5.1.1 Underwater Hull - Power Wash and Paint – Definite Bid Item

##### *REFERENCES*

05A) Coastwise Dwg. 20024-14-01 Rev – Paint Area Calculation

##### *GENERAL*

The intent of this section is to wash the vessel underwater hull and apply new antifoulant. This is a definite bid item.

##### *REQUIRED SURFACES*

The surfaces applicable to this item are:

All hull surfaces below the 14 foot waterline, as shown in Reference 05A), including:  
rudders, struts, stern tubs, keels, sea chests, sea chest grates, bow thruster tunnel,  
bow thruster tunnel grating, and 4 foot boot stripe (from the 10 foot waterline to the  
14 foot waterline).

The total required surface area is approximately 8,300 square feet, as shown in Reference 05A).

##### *VESSEL PROTECTIONS*

The work in this section shall occur after the hull zinc anodes are removed in accordance with Section 4.8 and the bow thruster grate is removed in accordance with Section 4.7.

Prior to surface preparation, all adjacent or sensitive surfaces shall be fully protected in accordance with this specification. For example: shaft and rudder bearings, sea chest valves, zinc anode studs, transducers, etc.

##### *SURFACE PREPARATION*

All required surfaces shall be washed immediately after vessel is hauled with a fresh water high pressure wash (3,500 - 5,000 psi) to remove all salts, contaminants, oils, etc. This includes any marine growth and dirt along the waterline of the vessel, propeller, rudder, strut surfaces, etc.

After the fresh water high pressure wash, Contractor shall manually clean the transducers and sonar eye. Contractor shall conduct cleaning in a manner that does not damage either the sonar eye or the transducer. Any damage to either the sonar eye or transducer from cleaning shall be repaired to like new condition by the Contractor at no cost to the Owner.

After washing, Contractor shall visually inspect the hull (with the Owner's Representative) and report any deficiencies. Inspections shall include thorough inspection of the vessel's channel coolers.

Prior to Coating, Contractor shall layout and mask the waterline to provide a crisp edge. Contractor shall protect the hull sides and house as necessary to protect the surfaces from overspray. Contractor shall coordinate the overspray protections for this section with other protections required in Section 5. The Contractor is responsible for ensuring that all vessel equipment and coated surfaces, not included in the required area, are adequately protected for the prevailing conditions and to the Owner's satisfaction. Any equipment or coating system damaged from overspray shall be repaired to like new condition at no cost to the Owner, as required by Section 5.2.

If other areas of the vessel are over sprayed, Contractor shall remove the overspray and repair the affected coatings to like new at no cost to the Owner, as required by Section 5.

*SURFACE COATING:*

In way of all required surfaces, Contractor shall apply two coats of anti-foulant paint. Color and thickness shall be as required by Section 5.3.5, *Underwater Hull*.

This specification assumes that the vessel's existing anti-corrosive coats are intact and in good shape. If this is not the case, Contractor should advise Owner with a condition found report and a mutually acceptable solution determined.

In way of the boot stripe, Contractor shall apply one additional coat of antifoulant paint. Color shall be black, thickness shall be as required by the paint schedule in Section 5.3.5, *Underwater Hull*.

Draft marks shall not be coated with anti-fouling paint. After applying anti-fouling paint to all required surfaces, the Contractor shall recoat the vessel's forward and aft draft marks with one coat International 990, white.

### **5.1.2 Underwater Hull – Spot Power Tool Cleaning – Contingent Bid Item**

#### *GENERAL*

The intent of this section is to complete spot power tool repairs to the vessel underwater hull anticorrosive coating system. This is a contingent item.

#### *REQUIRED SURFACES*

The required surface area is a series of small sections on the applicable hull surface with a cumulative area of no more than 100 square feet. The Owner's Representative will determine the areas on the Underwater Hull to be prepared.

The surfaces applicable to this item are:

All hull surfaces below the bottom paint waterline (14 foot) shown in Reference 05A), including;  
rudders, stern tubes, keels, etc.

The total required surface area is approximately 100 square feet.

#### *VESSEL PROTECTION*

All protections required by Section 5.1.1 are assumed to be in place and in good condition. Any repairs to the vessel protection shall be completed by the Contractor at no additional cost to the Owner.

#### *SURFACE PREPARATION*

Contractor shall conduct spot commercial grade power tool cleaning, to SSPC-SP-15, to any areas of barnacles, rust, and other areas as designated by Owner. Edges of cleaned areas shall be feathered to tight intact coatings.

Prior to surface coating, all disturbed protection systems shall be repaired by the Contractor and approved by Owner.

#### *SURFACE COATING:*

In way of spot commercial grade power tool cleaning, Contractor shall apply two coats of anti-corrosive paint. Color and thickness shall be as required by Section 5.3.5, *Underwater Hull*.

The application of anti-foulant paint is covered in Section 5.1.1.

### 5.1.3 House Decks – Commercial Blast and Coat– Definite Bid Item

#### *GENERAL*

The intent of this section is to blast the vessel's poop deck, bridge deck, and pilothouse roof deck and apply new coatings. This is a definite bid item.

#### *REQUIRED SURFACES*

The surfaces applicable to this item are:

Poop Deck exterior surfaces, including handrails,  
Berth Deck exterior surfaces, including handrails, including area under Bridge Dk  
Bridge Deck exterior surfaces, including handrails and aft landing/stairs,  
Pilothouse Roof Top exterior surfaces and handrails,  
as shown in Reference 05A).

The total required surface area is approximately 1,650 square feet of plating, as shown in Reference 05A).

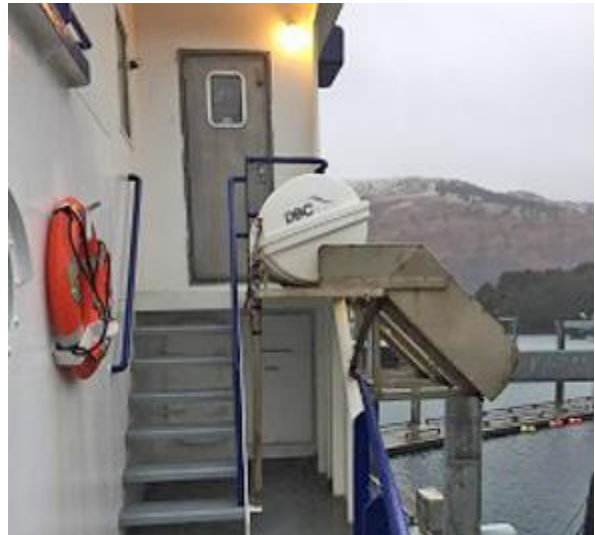
#### *REMOVALS PRIOR TO COATING*

The vessel has some interferences in way of the Required Surfaces. Prior to completing the surface preparation and surface coating, Contractor shall address the interferences as follows.

#### *Life Raft Removal*

The vessel has a life raft mounted on the aft end of the Bridge Deck, as Shown in Figure 5.1A.

Contractor shall remove the vessel's life raft. Life raft shall be stored in accordance with the Material Handling requirements in the ITB.



**Figure 5.1A: Life Raft on Bridge Deck.**

#### *Pilothouse Roof and Mast Electronics and Equipment Removal*

Prior to the work in this section, Contractor shall remove vessel's electronics and equipment (such as antennas, horns, etc.) directly mounted on the pilothouse roof, valence or handrail. Typical electronics are shown in Figure 5.1B.

It is not the Owner's intent to require removal of all the vessel's electronics installed on the mast. Contractor shall ensure that the mast and all installed electronics are protected from any blasting grit or overspray. Any damage to the mast electronics from the effort in this section shall be repaired at no cost to the Owner.



**Figure 5.1B: Pilothouse Roof.**

All wiring for the removed electronics shall be labeled and pulled back to the deck penetration and coiled. Wires and penetrations shall be protected with a dust tight plastic layer and a wood/rubber layer in accordance with Section 5.2 and to the satisfaction of the Owner.

#### *VESSEL PROTECTIONS*

Prior to surface preparation, all sensitive surfaces below, adjacent to, or up to 10 feet above the area of work shall be fully protected in accordance with Section 5.2 and to the satisfaction of the Owner's Representative. Sensitive areas to be protected include vent check valves, air intakes, hoses, doors, hatches, windows, shore power plugs, mast and installed electronics, etc.

#### *SURFACE PREPARATION*

Contractor shall conduct blast cleaning, to SSPC-SP-6 "Commercial Blast Cleaning" on all the required surfaces.

If the Contractor requires a coat of paint to hold the prepared areas, as required in this Contract, the Contractor shall use the *Primer* required by Section 5.3. Application of a primer hold coat, if required to meet Section 5.2, shall be included in the Contractor's bid for this item.

Prior to surface coating, all disturbed protection systems shall be repaired and approved by Owner.

Prior to Coating, Contractor shall protect the vessel's equipment and coated surfaces from overspray. Contractor shall coordinate the overspray protections for this section with other protections required in Section 5. The Contractor is responsible for ensuring that all vessel equipment and coated surfaces, not included in the required area, are adequately protected for the prevailing conditions and to the Owner's satisfaction. Any equipment or coating system damaged from overspray shall be repaired to like new condition at no cost to the Owner, as required by Section 5.2.

If other areas of the vessel are over sprayed, Contractor shall remove the overspray and repair the affected coatings to like new at no cost to the Owner, as required by Section 5.

*SURFACE COATING:*

In way of all required surfaces, Contractor shall apply anti-corrosive paint coats, broadcast Silica Sand, and apply top coats of paint type, color, and thickness as required by Section 5.3.3, *Decks*.

*REINSTALLATIONS*

Following approval of all coating completed in this Contract, Contractor shall reinstall the interferences previously removed in this section.



#### **5.1.4 House – Commercial Blast and Coat – Definite Bid Item**

##### *GENERAL*

The intent of this section is to blast all the vessel's exterior house surfaces to bare steel and apply new coatings. This is a definite bid item.

##### *REQUIRED SURFACES*

The surfaces applicable to this item are:

House Front from Main Deck to Pilothouse Roof (including crab pot guards),

All of the house above the Poop Deck:

##### *Including:*

Poop Deck house exterior sides and handrails,

Berth Deck house exterior sides and handrails,

Both inboard and outboard sides of the Berth Deck valence, and any  
mullions/stanchions in way of Fan Room door, both sides of vessel P/S,

Bridge Deck house exterior sides and handrails,

Exterior/exposed underside of the Pilothouse Roof (plate and both sides of stiffeners),

Both sides of the Pilothouse roof valence, full perimeter

Pilothouse Roof Handrails

Stack

##### *Excluding:*

Decks (horizontal) surfaces, which are addressed in Section 5.1.3

Mast, which is not to be painted.

The total required surface area is approximately 3,650 square feet of plating, as shown in Reference 05A).

##### *REMOVALS PRIOR TO COATING*

Loose gear such as lines and hoses shall be removed and stored by the Owner.

Removals in Section 5.1.3 shall be completed and shall not be re-installed prior to work in this section.

### *Safety Gear Removals*

The vessel has two exterior life rings mounted on the bridge deck house, one on the port side and one on the starboard side. The starboard life ring is shown in Figure 5.1C.

Contractor shall remove both life rings and store the life rings in accordance with the Material Handling requirements in the ITB.



**Figure 5.1C: Life Ring on Starboard side of Bridge Deck House.**

### *VESSEL PROTECTIONS*

Prior to surface preparation, Contractor shall protect the vessel in accordance with the “Vessel Protections” in Section 5.1.3.

### *Electrical Fixtures and Wiring Protection*

The vessel has numerous exterior electrical fixtures including; lights and junction boxes. These electrical fixtures are mounted to the house sides and valences as shown in Figures 5.1D through 5.1F. *Due to the number of different fixtures and varying location of the fixtures, Contractor is encouraged to complete a shipcheck.* All fixtures and associated wiring shall be protected with a blast tight plastic layer and a wood/rubber layer in accordance with Section 5.2 and to the satisfaction of the Owner. Items which cannot be adequately protected with protective wrap layers, shall be removed and stored for reinstallation.



**Figure 5.1D: Forward House Bulkhead.**

### *Skiff*

The skiff shown in Figure 5.1D will be onboard at the time the vessel arrives at the shipyard. Prior to drydock, vessel crew will lift the skiff from the main deck to the dock then on to Owner provided trailer, using the vessel crane. After offloading the skiff, Owner shall transport skiff offsite for maintenance. Contractor shall coordinate with the vessel crew to provide dockside access for unloading the skiff.



**Figure 5.1E: Vessel House. Port Side. Life ring on Bridge Deck removed.**



Figure 5.1F: Vessel House. Aft End.

#### *SURFACE PREPARATION*

Contractor shall conduct blast cleaning, to SSPC-SP-6 "Commercial Blast Cleaning" to all the required surfaces.

If the Contractor requires a coat of paint to hold the prepared areas, as required in this Contract, the Contractor shall use the *Primer* required by Section 5.3. Application of a primer hold coat, if required to meet Section 5.2, shall be included in the Contractor's bid for this item.

Prior to surface coating, all disturbed protection systems shall be repaired by the Contractor and approved by Owner.

#### *SURFACE COATING:*

In way of all required surfaces, Contractor shall apply anti-corrosive coats and top coat of a type, color and thickness as required by Section 5.3.2, *Exterior Freeboard, Bulwarks, House, Masts, and Cranes.*

#### *REINSTALLATIONS*

Following approval of all coating completed in this contract, Contractor shall install the “Alaska State Troopers” signage using permanent black vinyl letter decals, on the house sides, similar to existing shown in Figure 5.1E and in accordance with Section 5.3.

Following approval of all coating completed in this contract, Contractor shall reinstall the interferences previously removed in this section.

Just prior to departure, Owner shall return the vessel’s skiff to the shipyard docks and vessel crew shall move the skiff back to the main deck using the vessel crane. Contractor shall coordinate with the Owner to provide dock access.



### **5.1.5 Foredeck Overhead – Commercial Blast and Coat– Definite Bid Item**

#### *REFERENCES*

The intent of this section is to blast the underside of the foredeck overhang and apply new coatings. This is a definite bid item.

#### *REQUIRED SURFACES*

The surfaces applicable to this item are:

Underside of the foredeck overhang plate, including and both sides of stiffeners and frames.

The total required surface area is approximately 240 square feet of plating, as shown in Reference 05A).

#### *REMOVALS*

##### *Gasoline Tank*

The vessel's gasoline tank, shown in Figure 5.1G, mounted on the Main Deck, port side aft of the focsle will be removed by the vessel crew prior to arrival at shipyard. No action is required by the Contractor.



**Figure 5.1G: Interferences to Foredeck Painting**

#### *VESSEL PROTECTION*

Prior to surface preparation, all sensitive surfaces below, adjacent to, or up to 10 feet above the area of work shall be fully protected in accordance with Section 5.2 and to the satisfaction of the Owner's Representative. Sensitive areas to be protected include vent check valves, air

intakes, hoses, hydraulics, doors, hatches, windows, shore power plugs, mast and installed electronics, etc.

#### *Overhead Lights and Wiring Protection*

The vessel has two overhead lights as shown in Figure 5.1G. Lights shall be removed and the associated wiring pulled back, coiling, and protected with a dust tight plastic layer and a wood/rubber layer in accordance with Section 5.2 and to the satisfaction of the Owner.

#### *SURFACE PREPARATION*

Contractor shall conduct blast cleaning, to SSPC-SP-6 "Commercial Blast Cleaning" to all the required surfaces. Special attention shall be paid to blasting the underside of deck stiffeners and other hard to reach horizontal surfaces, which shall be closely inspected by Owner.

If the Contractor requires a coat of paint to hold the prepared areas, as required in this Contract, the Contractor shall use the *Primer* required by Section 5.3. Application of a primer hold coat, if required to meet Section 5.2, shall be included in the Contractor's bid for this item.

Prior to surface coating, all disturbed protection systems shall be repaired and approved by Owner.

#### *SURFACE COATING:*

In way of all required surfaces, Contractor shall apply anti-corrosive coats and top coat of a type, color and thickness as required by Section 5.3.2, *Exterior Freeboard, Bulwarks, House, Masts, and Cranes.*

#### *REINSTALLATIONS*

Following approval of all coating completed in this contract, Contractor shall reinstall the interferences previously removed in this section.



### **5.1.6 Ballast Tank – Spot Power Tool Cleaning – Contingent Bid Item**

#### *GENERAL*

The intent of this section is to complete spot power tool repairs to the vessel's aft ballast tank anticorrosive coating system. This is a contingent item.

#### *REQUIRED SURFACES*

The required surface area is a series of small areas in the aft ballast tank with a cumulative area of no more than 100 square feet. The Owner's Representative will determine the areas in the aft ballast tank to be prepared.

The surfaces applicable to this item are:

All hull plate, frame, and stiffener surfaces in the aft and forward ballast tanks.

The total required surface area is approximately 100 square feet.

#### *VESSEL PROTECTION*

Prior to surface preparation, all adjacent or sensitive surfaces shall be fully protected in accordance with this specification. For example: valves, hatches, equipment in adjacent spaces, etc.

#### *SURFACE PREPARATION*

Contractor shall conduct spot commercial grade power tool cleaning, to SSPC-SP-15, to any areas of failed coating system, rust, and other areas as designated by Owner. Edges of cleaned areas shall be feathered to tight intact coatings.

Prior to surface coating, all disturbed protection systems shall be repaired by the Contractor and approved by Owner.

#### *SURFACE COATING:*

In way of spot commercial grade power tool cleaning, Contractor shall apply anti-corrosive coats and top coat of a type, color, and thickness as required by Section 5.3.6, *Interior Voids*.

## **5.2 GENERAL PREPARATION AND PAINTING REQUIREMENTS**

The Contractor shall accomplish all required painting and paint preparations in accordance with the items in this section. This is not a bid item. Contractor's bid prices in Section 5.1 shall capture all required painting costs.

### **5.2.1 Preparation and Coating of New Steel Prior to Shipment**

All new steel shall be prepared to at least "near white" SSPC-SP-10 standard and coated with a two component, weld-through primer at the steel manufacturers' or suppliers' facilities prior to shipment to the Contractor's facility. Interplate Nippe Ceramo NQA997 pre-construction primer is the preferred primer. In this case, the pre-construction primer should be applied at 0.6-1.0 MDFT.

### **5.2.2 Prerequisites to Coating Application**

Welds and piping system joints or connections requiring pressure or water testing or visual inspection shall not be coated until after all tests and inspections are complete and the weld, piping joint or connection has been accepted by the Owner.

Prior to the application of coatings, all surfaces shall be dry and free of foreign matter such as dirt, dust, crayon marks, grease, mill scale, residual abrasive, rust, salt deposits and weld spatter.

Scuppers and drains shall be sealed or extended as required to prevent moisture or water contamination on coated surfaces during the drying period.

Prior to any surface preparation or coating, all adjacent surfaces, fittings, ducts, wiring, components, equipment, etc. shall be fully protected to the satisfaction of the Owner. Protection shall be specifically provided for all bearings, shafts, stocks, transducers, keel coolers, zincs, and any other underwater appendages that may be damaged or affected by preparation or paint. Protection shall be provided for windows, doors, hinges/dogs, hoses, hydraulic fittings, and any machinery or electronic components on the exterior of the vessel that may be damaged or affected by preparation or paint. The Contractor shall protect all interior portions of the vessel at all times from blast grit, dust, and paint. The protection of ventilation systems shall be specifically addressed by the Contractor prior to preparation or painting.

Vessel equipment and sensitive surfaces shall typically be protected from blasting by first wrapping the items with a dust tight plastic layer and then sealing the items with a second layer of wood/rubber to prevent any ingress of blasting grit and damage. After completion of blasting and during removal of protection, the protection shall be inspected by the Owner. If blasting grit penetrated the dust tight plastic layer, Contractor shall refurbish the equipment at no additional cost to the Owner.

Protection from sand blasting shall be inspected and approved by the Owner prior to blasting.

During a multi-day blasting effort, the Contractor shall apply an appropriate primer coat to blasted areas immediately upon completion of the day's sand blasting to avoid rust bloom and staining. Under no circumstances shall a freshly blasted steel surface be left more than six hours without primer. Should freshly blasted steel be left unprimed, the Contractor shall re-blast to the originally required quality, removing all traces of rust bloom.

All welds and weld affected or burned areas not sand blasted shall be power ground to bare metal and prepared and painted in accordance with the paint schedule.

Any delays or damage to the vessel or its systems as a result of poor paint protection, shall be immediately corrected to "like new" status, at no cost to the Owner.

### **5.2.3 Requirements During Coating Application and Curing**

All surfaces shall be kept dry, clean and free of rust and foreign matter at the time of application of any coating and throughout the curing period.

All products shall be applied, mixed, and thinned according to manufacturer's recommendations. All surfaces shall be prepared according to published recommendations from International Paint. Coating application shall be completed in a professional workmanlike manner. All coatings shall be applied to clean, dry surfaces.

Coatings shall be applied under environmental conditions conforming to the manufacturer's recommendations as listed on the manufacturer's published data sheets for the coatings being applied. Coatings shall not be applied at ambient or surface temperatures less than the minimum application temperature recommended by the manufacturer for the particular coating involved. No coating shall be applied when the dew point temperature is equal to or greater than the surface temperature of the surface to be coated.

For each coat applied, the Contractor shall take readings and produce a record of the ambient, surface, and dew point temperature as measured 1) before starting the coat application, 2) upon completion of the application, and 3) for every 4 hours in between (if applicable to the coat). The Contractor shall also take wet and dry film thickness measurements during and following coating applications and maintain records that map these readings to the coated areas and indicate compliance or non-compliance with intended millage (for wet film) and required millage (for dry film).

All paint coats and required thickness of coatings shall be confirmed through spot checks in the presence of the Owner after each coat is applied.

The Contractor shall provide a copy of the temperature and wet film thickness records, including notations regarding compliance and non-compliance with requirements, to the Owner within 24 hours after the coating event. The Contractor shall provide a copy of the dry film thickness measurements, including notations regarding compliance and non-compliance with

requirements, to the Owner and review the results with the Owner prior to application of the next coat. Timing between coats shall also be specifically addressed at this time.

Should the Contractor choose to paint hull structures or attachments which may be affected by condensation caused by the vessel being waterborne or another reason, extraordinary care shall be exercised to ensure that surfaces to be painted are thoroughly dry and remain dry throughout the coating and curing periods. Spaces shall be heated and dehumidified to levels in accordance with the paint manufacturer's preparation and application guidelines to obtain and maintain proper application and curing temperatures and prevent the onset of condensation.

A copy of the paint manufacturer's preparation and applications guidelines applicable to each coating system shall be provided to the Owner prior to application of any coatings.

#### **5.2.4 Correction of Damage From Paint Overspray and Grit Blasting**

Any paint overspray applied to any of the equipment and surfaces shall be immediately and carefully removed.

Affected spaces and surfaces shall be cleaned free of grit and residue immediately after grit blasting.

Machinery, equipment and surfaces damaged, marred or contaminated shall be promptly repaired, replaced or cleaned to pre-existing condition at the Contractor's expense.

#### **5.2.5 Paint Manufacturer**

In order to maintain paint compatibility, all paint used on this project shall be manufactured by the below listed paint manufacturers, unless approved otherwise in writing by the Owner. Paint reducer and accelerator (if necessary) shall also be manufactured by the below listed manufacturers or in accordance with manufacturer's guidelines.

International Paint Representative: PCCI - Nathan Lubetkin  
Ph. 206-762-6119 or 206-529-7723

The Contractor shall use the latest paint products in all phases of this item. All stock utilized shall not be more than 6 months old.

#### **5.2.6 Documentation**

The Contractor shall provide the following documentation:

- A) Paint manufacturer's preparation and applications guidelines. Have on site for review by Owner.
- B) Paint Application Log. Create and keep on site for review and approval by Owner and submit to Owner after completion of painting. The log shall contain the information required in Section 5.2.3 and also specific paint catalog numbers and colors.

### 5.3 PAINT SCHEDULE

Contractor shall accomplish the required painting in accordance with the following paint schedule. Paint systems are called out by vessel area. All specifications are required and may be changed only with a written permission of the Owner. This is not a bid item. Contractor's bid prices in Section 5.1 shall capture all required painting costs.

#### 5.3.1 Coating System—Primer

*Primer:* Apply one full coat of International Paint Intergard 269 at 1.6 mils DFT. Apply at 3.4 mils wet. Thinners shall not be used.

#### 5.3.2 Coating System—Exterior Freeboard, Bulwarks, House, Mast and Cranes

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Bronze color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Aluminum color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Top Coat:* Apply one full coat of International Paint Interthane 990 at 2-3 mils DFT. Apply at 4.0-5.0 mils wet. Thin with GTA 056 if needed. Colors are as follows:

Freeboard:	Federal Government 595 Colors # 15055 Blue
Handrails, crab pot guards, etc	Federal Government 595 Colors # 15055 Blue
House and forward mast:	White
Forward Slashes and Trim:	Sign Painters 109-L Metallic Gold
Badge Stripe:	Sky Blue 71026
Interior Bulwarks:	Grey
Cap Rail and Guards:	Flat Black
Equipment (crane, davit, etc.)	Flat Black
Aft Mast (on pilothouse roof):	Flat Black

#### 5.3.3 Coating System—Decks

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Bronze color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Aluminum color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Non-skid:* Broadcast 480 silica sand into above Intershield 300V Aluminum color while coating is still wet.

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Bronze color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Top Coat:* Apply one full coat of International Paint Interthane 990 at 2-3 mils DFT. Apply at 4.0-5.0 mils wet. Thin with GTA 056 if needed. Colors are as follows:

Decks:	Haze Gray
Foredeck:	Flat Black.

#### 5.3.4 If Vessel Side is Painted:

Contractor shall remove and reinstall vinyl decals and emblems as follows: two gold badges. If existing vinyl decals and emblems are found to be unusable, new decals and emblems will be supplied by the Owner.

Name, port, and draft letters font selection must be approved by Owner prior to painting or lettering. Instead of painting letters, decals may be applied if approved by the Owner.

#### 5.3.5 Coating System—Underwater Hull

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Bronze color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Aluminum color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Anti-foulant:* Apply one full coat of International Paint Interspeed BRA640 Dk Red color Antifouling at 5.0 mils DFT. Apply at 8.0 mils wet. Thin with GTA 007 if necessary.

*Anti-foulant:* Apply one full coat of International Paint Interspeed BRA642 Dk Black color Antifouling at 5.0 mils DFT. Apply at 8.0 mils wet. Thin with GTA 007 if necessary.

#### 5.3.6 Coating System—Interior Voids

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Bronze color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Anti-corrosive:* Apply one strip coat of International Paint Intershield 300V Aluminum color at 3.0 mils DFT. Apply at 4 mils wet. Thin with GTA 415 if needed.

*Anti-corrosive:* Apply one full coat of International Paint Intershield 300V Aluminum color at 5.0-6.0 mils DFT. Apply at 8-9 mils wet. Thin with GTA 415 if needed.

*Top Coat:* Apply one full coat of International Paint Interthane 990 at 2-3 mils DFT. Apply at 4.0-5.0 mils wet. Thin with GTA 056 if needed. Colors are as follows:

Bilges:	CB110 Cranberry Crush
Voids and tanks:	Haze Grey
Spaces covered with Insulation:	None
Spaces not covered with Insulation:	CB110 Cranberry Crush or Haze Grey

#### 5.3.7 Coating System—Potable Water Tank

Apply one full coat of International Paint Interline 925 White at 16.0 mils DFT.

***Note Potable water tank shall be continually mechanically ventilated, heated, and dehumidified for at least seven days immediately following coating application.***

#### 5.3.8 For information only, the paint being replaced on the Stimson may be:

Above water line:

Intershield 300V two coats at 5-6 mils DFT and Interthane 990 one coat at 2-3 mils DFT.

Below water line:

Two coats International Intershield 300V at 5 mils DFT each.

Two coats International BEA468/69 or BRA 640/42 (Red/Black) antifouling at 5 mils DFT each.

Bilges:

One Coat of XO Rust 1267 Red at 1.75 mils DFT

Two Coats Ace Rust Stop 225A114 Regal Red at 2.0 mils DFT each.

## **6.0 BALLAST AND FRESH WATER TANK INSPECTIONS**

### **6.1 REFERENCES**

- 6A) Homeport Marine Services dwg S-3 Frames 5-56&61
- 6B) Homeport Marine Services dwg S-4 Frames 57-73
- 6C) Homeport Marine Services dwg S-6 Longitudinal BHDs & Girders
- 4C) Tank Arrangement

### **6.2 GENERAL**

The vessel has two ballast tanks and two fresh water wing tanks, as shown in Reference 4C), that require inspection. The intent of this item is to provide access and inspect the coating system for these tanks.

Costs for opening manhole covers, certifying the tanks as safe for hot work, maintaining the certificates, and closing manhole covers shall not be included in this section as these costs are included in Section 1.12.

### **6.3 REMOVALS**

This section not used.

### **6.4 MODIFICATIONS AND INSTALLATIONS**

#### *BALLAST TANKS*

Portions of the hull plating and structural bulkheads below the chine were replaced during a previous shipyard period. The Owner desires to visually inspect the condition of the coating systems in both the forward and aft ballast tanks. The forward ballast tank is in the forepeak, forward of Frame 9, with a maximum height of 14 feet 3 inches, length of 13 feet and width of 17 feet 6 inches. The aft ballast tank is located aft of Frame 73 and is approximately 7 ft tall, 4 ft long, and 33.5 ft wide. The structure within the ballast tanks is as shown in Reference 6A), 6B) and 6C).

After the forward and aft ballast tanks are opened and certified safe for hot work in accordance with Section 1.12, the Contractor shall install two inch nominal lumber as scaffolding in the forward ballast tank to support inspection of the coating system. Sufficient scaffolding shall be installed to provide visual access to all coated surfaces in the forward ballast tank.

Contractor shall complete a visual inspection, witnessed by the Owner's Representative, of the coating system in both forward and aft ballast tanks for any areas of coating failure. Contractor shall provide a Condition Found Report documenting the condition of the coating systems in both forward and aft ballast tanks.

Any coating system repairs shall be handled as a Change Order in accordance with the Contingent bid item in Section 5.1.6.



Following inspection, and approval, the scaffolding shall be removed from the forward ballast tank. Contractor is responsible for repairing any areas of coating damage from installation or removal of the two inch nominal lumber scaffolding.

#### *FRESH WATER TANKS*

After the port and starboard fresh water tanks are opened and certified safe for hot work in accordance with Section 1.12, the Contractor shall provide and install two inch nominal lumber as scaffolding in both the port and starboard fresh water tanks to support inspection of the coating system. The fresh water tanks are located between Frame 55 and 62, outboard of the Engine Room. Each fresh water tank is approximately 14 feet long, 13.75 feet tall and 5.5 feet wide with three non-tight transverse bulkheads at four foot spacing, as shown in Reference 6C).

For all work inside the fresh water tanks, Contractor shall take special care to keep the tanks clean and free of any oil, grease, debris, and other contaminants. Persons entering tanks shall wear new protective: suits, gloves, and boot guards. Lumber placed in tank shall be new and clean. If the Contractor fails to maintain cleanliness in the freshwater tanks, Contractor shall hot water detergent wash and multiple rinse the fresh water tanks at no cost to the Owner.

Sufficient scaffolding shall be installed between each of the non-tight bulkheads to provide visual access to all coated surfaces in the fresh water tanks. The vessel crew indicates that metal brackets were previously installed in the fresh water tanks as support structure for this scaffolding. If any new metal brackets are needed, the installation and coating shall be handled as a Change Order with the placement approved by the Owner's Representative.

Contractor shall complete a visual inspection, witnessed by the Owner's Representative, of the coating system in the fresh water tanks for any areas of coating failure. Contractor shall provide a Condition Found Report documenting the condition of the coating systems in the fresh water tanks.

Any coating repairs shall be handled by a Change Order, or through the general painting account. All coating systems repairs in the fresh water tanks shall be in accordance with Section 5.3.7 *Potable Water Tank*, which includes special ventilation and dehumidification requirements.

Following inspection, ventilation, and approval, the scaffolding shall be removed. Contractor is responsible for repairing any areas of coating damage from installation or removal of the lumber scaffolding.

After closing fresh water tanks, Contractor shall perform a potable water tank disinfecting procedure. Tanks shall be filled with clean potable water, into which Contractor shall add a chlorine solution. The chlorine solution shall consist of non-scented NSF approved household bleach (which should be 5.25% chlorine) mixed into the fresh water at a ratio of one gallon bleach to 1,000 gallons water. Since each fresh water tank in the Stimson is 5,469 gallons, each

tank will require 5.5 gallons of bleach to be added. Once the chlorine solution is added, the fresh water system shall be operated to obtain chlorinated water at all potable outlets. Then the tanks shall be topped up and let sit for a minimum of four hours. Afterward, the tanks shall be pumped out and refilled with clean potable water, then pumped out and refilled again. Contractor shall be responsible for all filling and pumping of the tanks.

## **7.0 HULL PLATE AND SEA CHEST NDT INSPECTIONS**

### **7.1 GENERAL**

The intent of this section is to obtain plate thickness readings in areas which the Owner has identified as potential corrosion concerns due to exposure to standing water.

### **7.2 CONTRACTOR PROVIDED FIELD TECHNICIAN**

Contractor shall obtain the services of an ABS certified Non Destructive Testing (NDT) field technician to conduct all the work in this section.

### **7.3 ACCESS AND STAGING**

Contractor shall map, label, and then remove deck plates in the forward machinery space and engine room to provide access to the bottom hull plate. While deck plates are removed, Contractor shall provide temporary deck plates or planking, as required to maintain vessel access for other work items. Note that some engine room deck plating will already be removed as a part of Section 8.0 Generator Keel Cooler Piping.

Contractor shall replace deck plates after measurements are taken, but shall not fully secure deck plates until after the measurement report is received and approved. However, if any replaced deck plates are unstable, they shall be fully secured once replaced, to avoid danger to personnel.

### **7.4 TESTING**

Prior to testing, Contractor shall clean the bilges of the forward machinery space and engine room in accordance with Section 4.5.

Contractor Provided Field Technician shall visually inspect and perform NDT to obtain plate thickness readings in the following areas:

- Machinery space bottom plates and supporting structure,
- Engine room bottom plates and supporting structure,
- Deck Wash Pump sea chest – located in the fwd machinery space, port side,
- Port crab pump sea chest,
- Aft engine room sea chest.

Thickness readings shall generally be taken from inside the vessel, due to the large extent of channel coolers welded to the exterior of the hull and so that NDT readings can be taken in areas of wastage, visually determined by the field technician. NDT thickness readings shall be taken over a representative sample of all bottom plate and supporting structural members to determine the overall condition of the plating and if specific areas of plating or vessel structure need to be repaired. If pitting is found, Contractor Provided Field Technician shall take representative pit depth gauging to supplement ultrasonic thickness readings. Measurement quantity, quality, and reporting shall generally be similar to a report required for ABS submittal.

Contractor shall provide a Condition Found Report detailing the results of both the visual inspections and the NDT testing. If excessive plate wastage is discovered, Condition Found Report shall identify the extent of excessive wastage, propose an area of repair, and provide the cost for the proposed repairs to the Owner for approval. The cost for any repairs to the hull bottom plate shall include the removal and installation of new channel coolers in the area to be repaired. All repairs shall be handled as a Change Order.

## **8.0 GENERATOR KEEL COOLER PIPING**

### **8.1 REFERENCES**

8A) Homeport Marine Services dwg S-8 Keel Cooler Details.

### **8.2 REMOVALS**

After the vessel is drydocked and cleaned, vessel crew will transfer the generator coolant from each generator cooling circuit to crew provided containers. Contractor shall store the generator coolant for reinstallation after the effort in this section is complete. Contractor shall anticipate approximately 250 gallons of coolant per generator (approximately five 55 gallon barrels per generator). Contractor shall coordinate with the vessel crew to relocate the barrels of coolant from the vessel to the shipyard's storage location.

Contractor shall remove the deck plates in the engine room to provide access to the generator cooling piping. While deck plates are removed, Contractor shall provide temporary deck plates or planking, as required to maintain vessel access for other work items.

Contractor shall map, label, and remove the following existing generator cooling piping.

- 1) Approx. 8'-10" of piping from Gen #1 to outboard end of Channel Cooler,
- 2) Approx. 14'-0" of piping from Gen #1 to inboard end of Channel Cooler,
- 3) Approx. 14'-7" of piping from Gen #2 to starboard end of Channel Cooler,
- 4) Approx. 7'-0" of Cross-Tie piping between starboard and port Channel Coolers,
- 5) Approx. 12'-0" of piping from Gen #2 to port end of Channel Cooler,
- 6) Approx. 8'-1" of piping from Gen #2 to inboard end of Channel Cooler, and
- 7) Approx. 12'-5" of piping from Gen #2 to outboard end of Channel Cooler.

Contractor is responsible for retaining the removed piping as templates for reinstallation of the keel cooling piping. The approximate location and lengths of piping listed above are shown in Figures 8.2A and 8.2B.

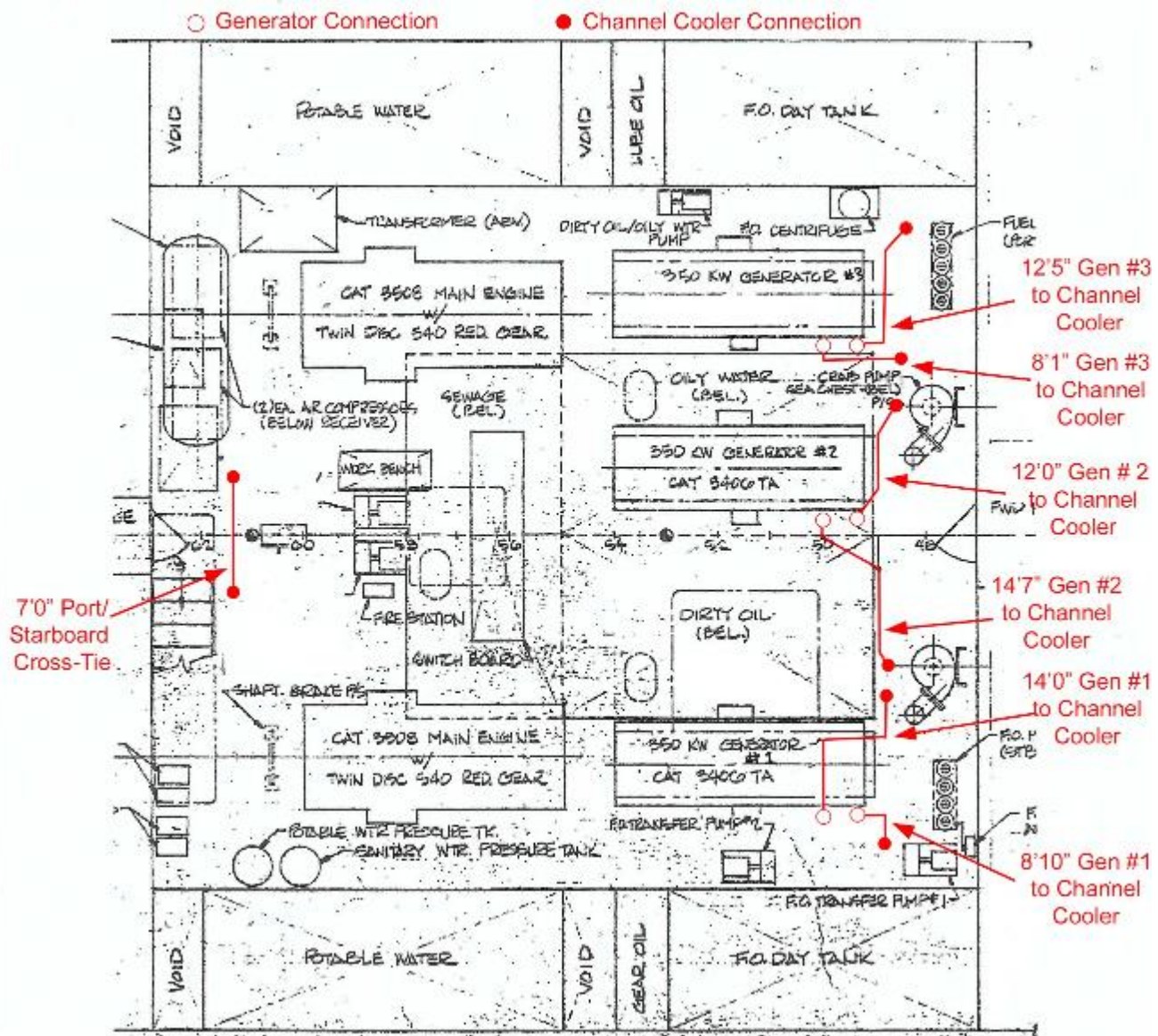
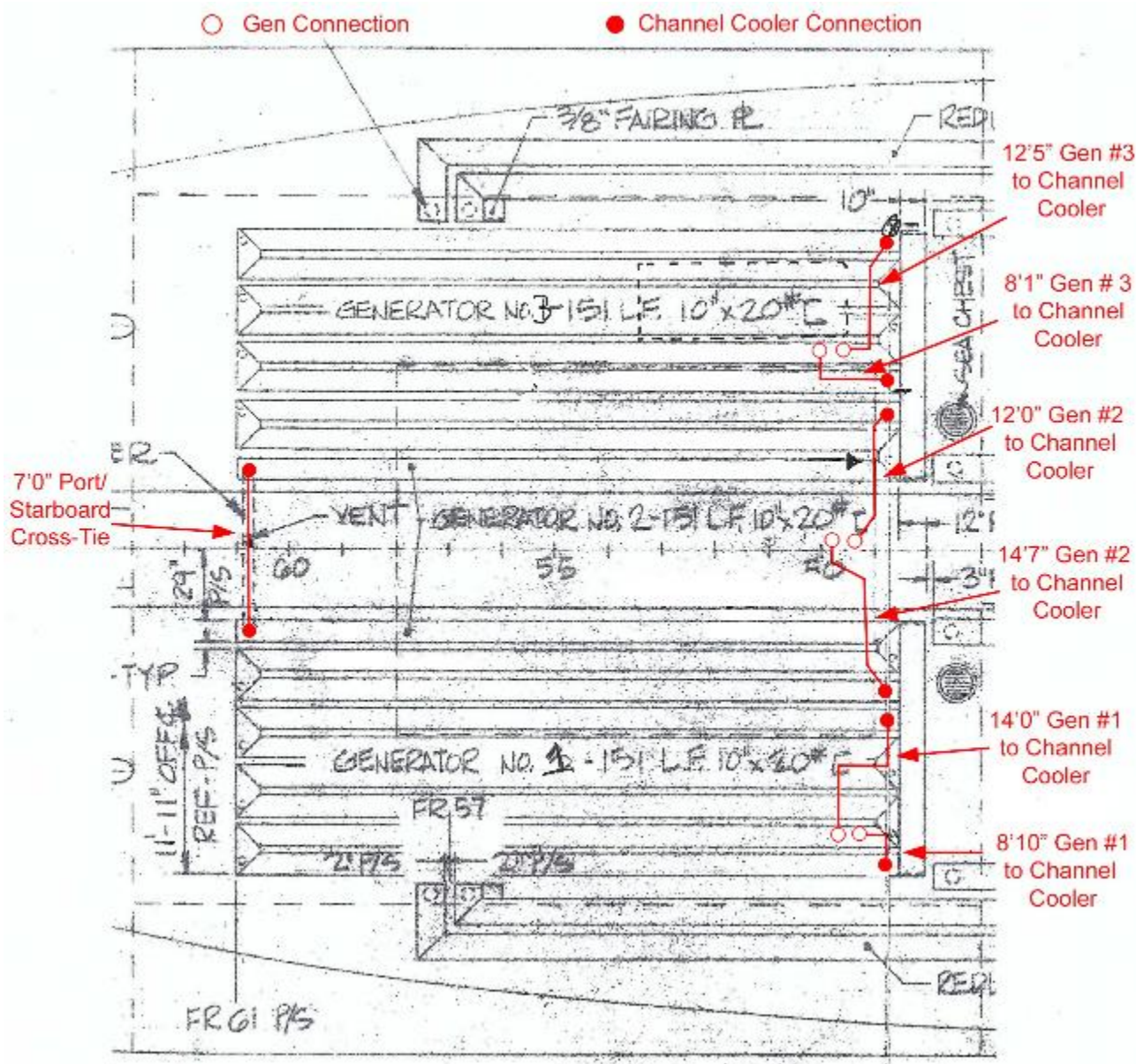


Figure 8.2A: Approximate Generator Cooling Pipe Lengths and Locations.  
Engine Room Arranging Shown.





**Figure 8.2B: Approximate Generator Cooling Pipe Lengths and Locations.  
Channel Cooler Arrangement Shown.**

Contractor shall disconnect the cooling piping from each generator and remove the piping from each generator to near each hull penetration. Pipe removal shall be no closer than 3" to hull plate, or no closer than 3" from the fitting nearest the hull plate if that fitting is within 3" of the hull plate. Piping and fittings closer than 3" to hull shall not be disturbed unless they are going to be removed and replaced by Section 7, due to hull plate wastage.

The condition of the hull plate is not known and shall be investigated as required by Section 7. If hull plating is found to have excessive wastage and require replacement, the removal and

replacement of the hull plating shall be handled as a Change Order. Note that any hull plate replacement will require removal and reinstallation of channel coolers shown in Reference 8A).

Removals shall include the existing flexible joints at the generators. Typical generator connection detail, including the flexible connection, is shown in Figure 8.2C and the typical hull penetration detail is shown in Figure 8.2D and Reference 8A).



**Figure 8.2C: Typical Cooler Piping at Generator, With Flexible Joint.**



**Figure 8.2D: Typical Cooler Piping at Hull Penetration**

### **8.3 INSTALLATION AND MODIFICATIONS**

Contractor shall install new 3" Schedule 80 steel generator cooling piping. Piping shall follow the same route as the previously removed piping and shall join the existing piping near the hull penetration.

New flex joints shall be installed in the same location as the old flex joints. New flexible connections shall be the same size, materials, and performance as the previously removed flexible connectors.

Pipe fittings may be butt weld or socket weld, except for any fittings that must be welded in the vessel's bilge, which shall be socket weld fittings. Pipe welding shall be to ABS standards and made by certified welders.



New piping shall be hydrostatically tested at 1.5 times the operating pressure, in the presence of the Owner's Representative. Hydrostatic testing shall occur with the flex joints removed and shall also test the vessel's channel coolers. Under no circumstances shall the engine be pressurized during the testing.

After the new piping passes hydrostatic testing, Contractor shall coat the new piping in accordance with 5.3.6, *Interior Voids*.

After coating systems are applied and approved, Contractor shall connect the new piping to the existing generator using the new flexible connections.

After all piping is installed and connected, Contractor shall reinstall and secure the engine room deck plates.

After completion of the piping installations, Contractor shall coordinate with the vessel crew to refill the generator coolant loops. Contractor shall move the stored coolant from storage to the engine room. The vessel crew shall transfer the generator coolant to the generators. Then generators shall be run up to working temperature for several hours and a final leak inspection conducted.

ITB 2022-1200-4961  
P/V STIMSON TECHNICAL SPECIFICATIONS

**STATE OF ALASKA**  
*Department of Public Safety/Division of Alaska Wildlife Troopers/Vessel Section*  
**P/V Stimson FY-2022 SHIPYARD**

Date: \_\_\_\_\_

Job Order: \_\_\_\_\_ ☐ Condition Report ☐ Change Order ☐ Addition Order: \_\_\_\_\_

1. Condition \_\_\_\_\_

\_\_\_\_\_

2. Recommendation: \_\_\_\_\_

\_\_\_\_\_

3. Comments: \_\_\_\_\_

\_\_\_\_\_

4. Material Costs \_\_\_\_\_

\_\_\_\_\_

5. Labor Costs: \_\_\_\_\_

\_\_\_\_\_

6. Est. Time Required: \_\_\_\_\_

\_\_\_\_\_

TOTAL COSTS:

--

☐ Estimated costs      OR      ☐ Firm-bid-quote

**NOTE:** No over-time is authorized or will be paid unless it is specified above

	State's Representative	Shipyard's Representative
Originator:		
Recommended / Not Recommended		

<b>CONTRACT AWARD</b>	<b>STATE OF ALASKA</b> Department of Public Safety Administrative Services 4805 Dr. Martin Luther King Junior Ave. Anchorage, Alaska 99507	CONTRACT AWARD NUMBER  <b>CXXXXXX</b>												
ORDERING DEPARTMENT:	IRIS DOCUMENT ID #	DATE OF CONTRACT AWARD												
	COMMODITY CODE	AGENCY FUND CODING												
	DATE INITIAL CONTRACT BEGINS	DATE INITIAL CONTRACT ENDS												
CONTRACTOR:  Name:  Address:  Point of Contact:  Phone:	NOT TO EXCEED AMOUNT FOR LIFE OF THE CONTRACT	NUMBER & PERIOD OF RENEWAL OPTIONS												
	VENDOR NUMBER	ALASKA BUSINESS LICENSE NUMBER												
ISSUED IN ACCORDANCE WITH BID #:														
<b>NOTE:</b> This order constitutes a binding commitment between the State and the contractor listed hereon. Unauthorized modification without the expressed prior approval of the contracting authority will result in a financial obligation on the contractor and/or unauthorized State personnel making the change.														
<b>DESCRIPTION</b>														
I. The purpose of this contract is [brief description that references solicitation title] II. The terms and conditions of [ITB] #, Appendices, and Addendums are made part of this Contract Award. III. This contract includes the following renewal options, to be exercise solely at the discretion of the State: <table border="1" style="margin: 10px auto; width: 80%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Renewal Option #1</td> <td style="width: 20%;"></td> <td style="padding: 2px;">through</td> <td style="width: 20%;"></td> </tr> <tr> <td style="padding: 2px;">Renewal Option #2</td> <td></td> <td style="padding: 2px;">through</td> <td></td> </tr> <tr> <td style="padding: 2px;">Renewal Option #3</td> <td></td> <td style="padding: 2px;">through</td> <td></td> </tr> </table>			Renewal Option #1		through		Renewal Option #2		through		Renewal Option #3		through	
Renewal Option #1		through												
Renewal Option #2		through												
Renewal Option #3		through												
IV. Compensation for the initial contract term and each renewal option year shall not exceed the dollar amounts identified below: Initial Contract Term: \$ Renewal Option #1: \$ Renewal Option #2: \$ Renewal Option #3: \$  V.														
NAME AND TITLE OF PROCUREMENT OFFICER		SIGNATURE OF PROCURMENT OFFICER												
PHONE NUMBER: (907) 269-xxxx		PAGE 1												
<b>IMPORTANT:</b> 1. Contract Award number and Invoice Contact must appear on all invoices and documents relating to this order. 2. The State is registered for tax free transactions under Chapter 32, IRS Code; Registration No. 92-6001185. Items are for the exclusive use of the State and not for resale.														

# STATE OF ALASKA

Department of NAME

Division of NAME



## NOTICE OF INTENT TO AWARD A CONTRACT

**THIS IS NOT AN ORDER**

**DATE ISSUED:**

**ITB NUMBER:**

**ITB SUBJECT:**

**PROCUREMENT OFFICER:**

**SIGNATURE:** \_\_\_\_\_

This is notice of the state's intent to award a contract. The figures shown below are a tabulation of the bids received with the apparent low bidder indicated. A bidder who wishes to protest this Notice of Intent must file the protest with the procurement officer within ten calendar days following the date of this notice. If the tenth day falls on a weekend or holiday, the last day of the protest period is the first working day following the tenth day. **The bidder identified below as being the lowest responsive and responsible bidder is instructed not to proceed until a contract award or other form of notice to proceed is given by the procurement officer.** If the bidder proceeds prior to receiving a contract award or other form of notice to proceed, the bidder does so without a contract and at their own risk. AS 36.30.365.

LEGEND:     @    =    AWARD TO BIDDER  
              YES   =    RESPONSIVE AND RESPONSIBLE BIDDER  
              NO    =    NON-RESPONSIVE OR NON-RESPONSIBLE BIDDER

<u>Bidder</u>	<u>Total Bid Price</u>	<u>Responsive</u>	<u>Award</u>



# ALASKA BIDDER PREFERENCE CERTIFICATION

## AS 36.30.321(A) / AS 36.30.990(2)

BUSINESS NAME: [Click or tap here to enter text.](#)

Alaska Bidder Preference: Do you believe that your firm qualifies for the Alaska Bidder Preference?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Alaska Veteran Preference: Do you believe that your firm qualifies for the Alaska Veteran Preference?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Please list any additional Alaska Preferences below that you believe your firm qualifies for.	
1.	2.
3.	4.
5.	6.

To qualify for and claim the Alaska Bidder Preference you must answer **YES** to all questions below in the Alaska Bidder Preference Questions section. To qualify for and claim the Alaska Veteran Preference, you must answer **YES** to these questions as well as answer **YES** to all the questions in the Alaska Veteran Preference section. A signed copy of this form must be included with your bid or proposal no later than the deadline set for receipt of bids or proposals.

If you are submitting a bid or proposal as a **JOINT VENTURE**, all members of the joint venture must complete and submit this form before the deadline set for receipt of bids or proposals. [AS 36.30.990\(2\)\(E\)](#)

**If the procuring agency is unable to verify a response, the preference may not be applied.** Knowingly or intentionally making false or misleading statements on this form, whether it succeeds in deceiving or misleading, constitutes misrepresentation per [AS 36.30.687](#) and may result in criminal penalties.

### Alaska Bidder Preference Questions:

1)

Does your business hold a current Alaska business license per [AS 36.30.990\(2\)\(A\)](#)?

☐ YES ☐ NO

If **YES**, enter your current **Alaska business license number**: [Click or tap here to enter text.](#)

2)

Is your business submitting a bid or proposal under the name appearing on the Alaska business license noted in **Question 1** per [AS 36.30.990\(2\)\(B\)](#)?

☐ YES ☐ NO

3)

Has your business maintained a **place of business** within the state **staffed by the bidder or offeror** or an employee of the bidder or offeror for a period of six months immediately preceding the date of the bid or proposal per [AS 36.30.990\(2\)\(C\)](#)?

☐ YES ☐ NO

If **YES**, please complete the following information:

A. Place of Business

Street Address: [Click or tap here to enter text.](#)

City: [Click or tap here to enter text.](#)

ZIP: [Click or tap here to enter text.](#)

“**Place of business**” is defined as a location at which normal business activities are conducted, services are rendered, or goods are made, stored, or processed; a post office box, mail drop, telephone, or answering service does not, by itself, constitute a place of business per [2 AAC 12.990\(b\)\(3\)](#).

Do you certify that the **Place of Business** described in **Question 3A** meets this definition?

☐ **YES**      ☐ **NO**

B. The bidder or offeror, or at least one employee of the bidder or offeror, must be a resident of the state under [AS 16.05.415\(a\)](#) per [2 AAC 12.990\(b\)\(7\)](#).

1) Do you certify that the bidder or offeror OR at least one employee of the bidder or offeror is physically present in the state with the intent to remain in Alaska indefinitely and to make a home in the state per [AS 16.05.415\(a\)\(1\)](#)?

☐ **YES**      ☐ **NO**

2) Do you certify that the resident(s) used to meet this requirement has maintained their domicile in Alaska for the 12 consecutive months immediately preceding the deadline set for receipt of bids or proposals per [AS 16.05.415\(a\)\(2\)](#)?

☐ **YES**      ☐ **NO**

3) Do you certify that the resident(s) used to meet this requirement is claiming residency **ONLY** in the state of Alaska per [AS 16.05.415\(a\)\(3\)](#)?

☐ **YES**      ☐ **NO**

4) Do you certify that the resident(s) used to meet this requirement is **NOT** obtaining benefits under a claim of residency in another state, territory, or country per [AS 16.05.415\(a\)\(4\)](#)?

☐ **YES**      ☐ **NO**

4) Per [AS 36.30.990\(2\)\(D\)](#), is your business (**CHOOSE ONE**):

A. **Incorporated or qualified to do business under the laws of the state?**

☐ **YES**      ☐ **NO**

If **YES**, enter your current **Alaska corporate entity number**: [Click or tap here to enter text.](#)

B. **A sole proprietorship AND the proprietor is a resident of the state?**

☐ **YES**      ☐ **NO**

C. **A limited liability company organized under AS 10.50 AND all members are residents of the state?**

☐ **YES**      ☐ **NO**

Please identify each member by name: [Click or tap here to enter text.](#)

D. **A partnership under former AS 32.05, AS 32.06, or AS 32.11 AND all partners are residents of the state?**

☐ **YES**      ☐ **NO**

Please identify each partner by name: [Click or tap here to enter text.](#)

#### **Alaska Veteran Preference Questions:**

1) Per [AS 36.30.321\(F\)](#), is your business (**CHOOSE ONE**):

A. **A sole proprietorship owned by an Alaska veteran?**

☐ **YES**      ☐ **NO**

- B. A **partnership** under AS 32.06 or AS 32.11 **AND** a majority of the partners are Alaska veterans?  
☐ YES ☐ NO
- C. A **limited liability company** organized under AS 10.50 **AND** a majority of the members are Alaska veterans?  
☐ YES ☐ NO
- D. A **corporation** that is wholly owned by individuals, **AND** a majority of the individuals are Alaska veterans?  
☐ YES ☐ NO

Per [AS 36.30.321\(F\)\(3\)](#) “**Alaska veteran**” is defined as an individual who:

(A) Served in the

- (i) Armed forces of the United States, including a reserve unit of the United States armed forces; or
- (ii) Alaska Territorial Guard, the Alaska Army National Guard, the Alaska Air National Guard, or the Alaska Naval Militia; and

(B) Was separated from service under a condition that was not dishonorable.

Do you certify that the individual(s) indicated in **Question 1A, 1B, 1C, or 1D** meet this definition and can provide documentation of their service and discharge if necessary?

☐ YES ☐ NO

## SIGNATURE

By signature below, I certify under penalty of law that I am an authorized representative of [Click or tap here to enter text.](#) and all information on this form is true and correct to the best of my knowledge.

Printed Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Signature \_\_\_\_\_