Enclosure to J&A No. N10426C1206P00008

WI	Description
0112 CCO-038	SHIPYARD SUPPORT FOR JOINER DOOR ADJUSTMENT/REPAIRS. ABS CONDUCTED A VESSEL WALK ABOUT AND ENCOUNTERED SEVERAL JOINER DOORS THAT DO NOT PREOPERLY CLOSED AUTOMATICALLY, THESE ARE NO SAIL ITEMS.
0191 CCO-066	THAT UNLESS CORRECTED WILL PREVENT SHIP DEPARTING ON SCHEDULED DATE AND ACHIEVING ANNUAL AND COI.
113 CCO-078	SHIPS WHISTLE HAS FALLEN OFF ITS FOUNDATION DUE TO WASTED STEAL, ABS NO SAIL ITEM.
0194 CCO-104	REPLACE FAILED KICK PIPE AND LIFTING BOOM LIGHT BRACKET, IF NOT REPAIRED WILL RESULT IN ABS/USCG NO SAIL ITEMS.
0551 CCO-112	ABS IDENTIFIED FAILING SEA WATER SPOOL PIECES THAT NEED TO BE REPLACED PRIOR TO FAILURE WHICH WOULD RESULT IN A C4 CASREP/NO-SAIL IF NOT REPAIRED IN THE CURRENT REPAIR PERIOD.
135 CCO-117	Kickpipes run through overflow spill containments. Both kickpipes are rusted at the bottom exposing the wire running within as well as creating a hole in the containment tank. Repairs are needed to satisfy ABS and OPA 90
CCO 142	Stanchions are load bearing from the 01 to main deck. Repairs are necessary for the structural integrity of the ship

Completion of the above emergent work items during the current availability is necessary to maintain regulatory compliance, restore critical shipboard systems, and ensure the vessel can safely return to operational service in support of fleet requirements. Due to the vessel being in overhaul with Alabama Shipyard, the contractor's existing industrial workforce, facilities, and material support infrastructure are already mobilized to perform the required work. Awarding these efforts to another contractor would require duplicative mobilization and access to the vessel that is not feasible within the scheduled availability window. Accordingly, limiting the procurement to the current contractor is necessary to avoid unacceptable schedule delays, increased costs, and potential degradation to fleet readiness, thereby justifying use of the cited statutory authority