0000 **CONTRACT NO. N332205XXXX**

ITEM NO. 0001 **CATEGORY "NSP"** **02/24/2026**

TAOE- **TBD**
SCOPE_GENERAL_REQUIREMENTS_AND_DEFINITIONS_VR_Package

1.0 ABSTRACT

This item describes the intent, scope, general requirements, and definitions that apply to this work package.

2.0 REFERENCES: None

3.0 ITEM LOCATION/DESCRIPTION

3.1 Aspects of the ship and shore support facilities as described in the work package.

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES: None

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 Scope

7.1.1 This work package, the accompanying contract, and contract guidance drawings define the scope of work to be performed.

7.1.2 In case of a difference or conflict between the referenced contract guidance drawings and the work items, the work items shall govern. Any omissions from the drawings, or from this work package, of details or work that is necessary to fulfill the intent of this work package or that is customarily performed in the industry, do not relieve the contractor from his/her obligation to perform such work. Notify the Administrative Contracting Officer (ACO) of any such issues as soon as the work package is reviewed, or such conflict is identified.

7.1.3 Provide labor and materials necessary to complete work items in the work package. Tag-out, (rearrange

for order of activity) rig and unrig, connect and disconnect stage and un-stage, and remove, replace, and relocate any interference necessary to accomplish each work item in the work package. Unless specifically identified as government-furnished equipment or material (GFE/GFM), provide all equipment, material, and labor necessary to perform the contract.

7.1.4 Perform inspections, tests, and trials to demonstrate total compliance with the work package requirements.

7.2 General Requirements

7.2.1 Within the scope of this work package, complete each work item in accordance with appropriate GTRs as found in reference 2.1.

7.2.2 Where a work item has special requirements that differ from the GTRs, the requirements of the work item shall govern. Where there are no special requirements invoked, then the GTRs shall govern.

7.2.3 Work items and contract guidance drawings provided by the Government to the contractor do not fully describe all work required to meet regulatory requirements. Ensure that work complies with regulatory requirements in accordance with reference 2.1, GTR No. 1. The cost of meeting regulatory requirements shall be borne by the contractor. Provide the scheduling of American Bureau of Shipping (ABS) surveys and the cost and scheduling of all other regulatory services. The Government shall bear the costs of ABS ship surveys. Where a work item requires the contractor to develop working drawings and obtain ABS review and approval of those working drawings, the contractor shall bear these costs.

7.2.4 Where a work item does not cite any particular GTR, identify and perform in accordance with relevant GTRs. If any question arises as to the applicability, notify the on-site OMT REP and request further guidance.

7.2.5 Provide all necessary compliance and approval certificates and documents and submit them to the OMT REP. This includes but is not limited to:

a. Original stamped documents of each approved drawing for work performed during the availability.

b. Original stamped documents of each regulatory test and inspection performed during the availability.

c. A chronological file of all correspondence between the contractor (or sub-contractor) and all regulatory bodies.

d. Prepare and submit reports, drawings, and other documents required per the above paragraphs in accordance with the Contract Data Requirements List (CDRL).

7.3 Definitions: The following terms in alphabetical order shall have meanings as indicated below:

7.3.1 Administrative Contracting Officer (ACO) – Means the MSC designated contracting officer.

7.3.2 Article – means a separately lettered part of a work item of the work package. Articles in different items may bear the same number; hence, to identify an article completely, the item of which it is a part must be specified.

7.3.3 As-designed – means a condition meeting the original system and manufacturer’s design.

7.3.4 As-found – means the condition which was found upon close inspection by the contractor. The resulting report will discuss all major components and sub-components as functional or degraded and needing specified repairs. When

reporting an as-found condition, the information shall be stated clearly, concisely, and with enough detail so as to allow for preparation of a work statement and estimate. Include annotated sketches, graphs, and photographs when necessary to make a report clearly understandable to the OMT REP. Identify actual readings/dimensions taken. When a work item does not require a report, and one is determined to be necessary in order to produce a reliable or complete repair, submit one legible copy, in hard copy or electronic media, of a report with supporting data as early as possible in the contract period, so as to have the additional work completed within the original contract period.

7.3.5 As-released – means the condition of the item that exists at the time it is returned to the government. Include annotated sketches, graphs, and photographs when necessary to make a report clearly understandable to the OMT REP. Identify actual readings/dimensions taken. It shall include a summary of corrective actions made by the contractor and list any known remaining degraded conditions.

7.3.6 Category A – means a work item for which a firm fixed price has been established in the base contract, which will be executed during the period of performance.

7.3.7 Category B – means a work item which identifies additional optional repairs, labor, and materials or for which a firm fixed price has been established in the base contract, which may, or may not be invoked by the ACO during the period of performance.

7.3.8 Contractor furnished equipment (CFE) and contractor furnished material (CFM) – means the contractor provides the specified equipment or material used in the work item. Anything not identified as GFE/GFM shall be considered contractor furnished. This includes, for example, items alternatively described as installing activity furnished or vendor furnished.

7.3.9 COMSC – means the Commander, Military Sealift Command.

7.3.10 Contracting Officer’s Representative (COR) – is an individual designated in accordance with DFARS subsection 201.602-2 and authorized in writing by the Contracting Officer to perform specific technical or administrative functions.

7.3.11 Contracting Officer – identifies the Contracting Officer as identified in the award or as otherwise designated by the government or MSC.

7.3.12 Contractor – identifies the shipyard holding the prime contract for the work specified in this work package.

7.3.13 Delivery – means the time when the contractor accepts the ship into their custody. The point where the ship is delivered is stated in the "DELIVERY AND REDELIVERY" Standard Work Item - 018.

7.3.14 Detach or disconnect – means to disconnect all attachments to the unit prior to moving it. Attachment points shall be tagged, identified, blanked, and protected to facilitate reinstallation. Work items do not necessarily identify interferences, and the contractor is responsible for the identification and resolution of interferences affecting a detachment and subsequent movement.

7.3.15 Extend – See install definition.

7.3.16 General Technical Requirements (GTRs) – defines the standards of performance for work being performed by contractors, see reference 2.1.

7.3.17 Government furnished equipment (GFE) and Government furnished materials (GFM) – means the government provides the specified equipment or material used in the work item.

7.3.18 Hazwaste – means hazardous wastes that the Conservation and Recovery Act (RCRA) identifies in one of four hazardous waste lists (F-list – 40 Code of Federal Regulations (CFR) 261.31; K-list – 40 CFR 261.32; P-list 40 CFR 262.32; or U-list 40 CFR 261.32; or exhibit at least one of four characteristics – ignitability, corrosivity, reactivity or toxicity, as defined in 40 CFR Part 261, Subpart C.

7.3.19 Inspect – means to examine and assess the condition of a particular item or system and provide report with recommendation for repair and material.

7.3.20 Install, extend, and modify – means provide the piece of equipment, material, or system to be installed, extended or modified and provide the materials, structural supports, and labor to attach, connect, and test the equipment or system to effect a finished fully operational installation. In addition:

a. When new material or equipment is not specified by type, the material or equipment shall be identical to the existing material or equipment. When install is used with reference to GFE, conditions of the above definition are applicable, except the requirement to provide the piece of equipment.

b. Work items do not necessarily identify interferences and the contractor shall identify and resolve interferences affecting the installation by temporarily removing, reinstalling, or relocating interferences upon approval of OMT REP. Temporarily remove, relocate, alter, and reroute all interferences, including but not limited to, ductwork, piping, wire-ways, fixtures, insulation, joiner linings, equipment, furniture, etc., to facilitate finished fully operational installations and

modifications covered by this work package. In the event that piping, ductwork, equipment, linings, etc., must be temporarily removed to facilitate installation of new or modified work, subsequently reinstall same in an as original condition. This includes but is not limited to; preservation systems, restoring floor coverings and joiner work, replacing items and equipment removed for access, plugging wiring and pipe penetrations, and restoring all other disturbed areas to match the surrounding areas. Disturbed coating shall be repaired.

7.3.21 Interference – means any object(s), equipment(s), system(s), or component(s) that must be removed and reinstalled, relocated, modified or designed around to facilitate the installation of new, repaired or modified equipment or systems.

7.3.22 Labor and Materials – means labor, materials, parts, plant facilities, supervision, services, tools, equipment, and any other resources required to accomplish the specified work.

7.3.23 Manifests – are the official shipping document forms originated and signed by the generators, transporters, and operators of the hazardous waste disposal facility, as required by federal, state, or local regulations.

7.3.24 MSC drawing – means contract guidance drawing.

7.3.25 MSC representative (MSCREP) – means the principal port engineer (PPE) for the period of performance and may be delegated to an assistant port engineer (APE) or a ship’s officer assigned to work with the ACO.

7.3.26 OMT REP approval – means OMT REP written concurrence with the general method of construction and detailing as presented by the contractor and does not relieve

contractor responsibility for any error.

7.3.27 OMT REP, OMTREP – For MSC ships where ship is run by an Operating Company (OPCO) OMT REP means; OPCO Senior Management Team consisting of OPCO Program Manager, OPCO Port Engineer and OPCO Contracting Officer. OPCO Contracts often have a Government Port Engineer (GPE) assigned who is a full time MSC representative whose function is to provide MSC Program Manager (PM) real time status of availability progress, and firsthand information on issues, change order requirements, work quality and work completion. The GPE does not have contractual authority but they are the primary liaison between OPCO and MSC PM whose purpose is to expedite decision making in the SY environment. For Ships operated by United States Government Employees, OMT REP is synonymous with MSC representative (MSCREP), see definition for MSC representative.

7.3.28 Non-destructive testing (NDT) – means analyzing the properties and condition of a material, component or system without causing damage and is employed to determine acceptability. Testing shall utilize currently calibrated equipment and certified testing personnel and procedures in accordance with applicable classification society and regulatory bodies requirements.

7.3.29 None additional or none – means that there are no additional requirements beyond those contained in the GTRs and work items that make up the work package. Where specific requirements are set forth in articles 6.0, 7.0 or 8.0 of a work item, such requirements are in addition to those requirements listed in the GTRs and work items that make up the work package.

7.3.30 Not separately priced (NSP) – means a work item which defines the general requirements, standards and conditions the contractor shall meet during the period of performance. NSP work items are not biddable items and do not represent a cost to the government.

7.3.31 Or equal – means that components, materials or equipment shall be equal or equivalent in terms of quality, performance (flow rate, pressure, heat transfer characteristics, etc.), services required (power, cooling water, HVAC, etc.), compatibility with interrelated systems and arrangements, and supportability over the service life of the components, material or equipment. In the case of components, materials, or equipment substitution for those items noted in the contract guidance drawings or work package, the contractor shall submit a written request delineating the design and performance data on both the specified and substituted piece of equipment for OMT REP approval, and if approved, the contractor shall take full contractual and technical responsibility for ensuring installation of the components, materials or equipment are compatible with the interrelated systems.

7.3.32 Qualified welders – means welders, whether contractor or subcontractor provided, shall hold qualification documentation from ABS and USCG for the material to be welded. Welding procedures shall be approved by the ABS Surveyor for the work specified in the work items. Qualifications and procedures shall be provided to the OMT REP upon request.

7.3.33 Redelivery – means the time that the OMT REP accepts the ship back from the contractor.

7.3.34 Refurbish – means to temporarily remove, disassemble, clean, inspect, a unit, part, equipment, or system, and then submit an as-found condition report to the OMT REP if the refurbishment is recommended. If the OMT REP concurs, the contractor shall lubricate, reassemble the unit, equipment or system, set and adjust in accordance with manufacturer's specifications, test the unit, equipment, or system to demonstrate proper function to the manufacturer's specifications, and submit an as-released condition report to the OMT REP. The reinstalled refurbished unit, equipment, or system shall be fully operational and complete in all aspects. New screws, bolts, nuts, washers, gaskets, packing bearings, O-

rings, and shims shall be used when reassembling and reinstalling the unit, equipment, or system. Additional information concerning the location of equipment refurbishment, special processes to be used in the refurbishment, and additional parts to be replaced during refurbishment shall be as specified in the individual work items.

7.3.35 Reinstall – means that the contractor shall provide labor and material to install a unit, part, equipment, material, or system after the unit, part, equipment, material, or system was temporarily removed, relocated, modified, or refurbished. The requirements of an installation as set forth in paragraphs 7.3.20, 7.3.20.a, and 7.3.20.b above with regard to completeness, operation, testing, the identification and resolution of interferences, etc. also these requirements apply to a reinstallation.

7.3.36 Relocate – means to provide labor and materials to detach the unit, part, equipment, or system and to reinstall the same unit, equipment, or system at a new or modified location. The requirements of an installation as set forth in paragraphs 7.3.20, 7.3.20.a, and 7.3.20.b above with regard to completeness, operation, testing, the identification and resolution of interferences, etc. also apply to relocation.

7.3.37 Remove or rip out – means to provide labor and materials to disconnect, detach, and transfer the unit, part, equipment, materials, or system in its entirety off the ship as specified in the GTR. Supports, stuffing tubes, collars, and other appurtenances shall be removed by burning, chipping, or cutting when a work item requires machinery, piping, wiring, ducting, structure, outfitting, joiner, or equipment removal. Areas affected by removals/rip outs shall be restored as set forth in paragraph 7.3.20.b:

a. When the work package requires the removal of machinery, piping, wiring, ducting, structure, outfitting, joiner, or equipment removal,

supports, stuffing tubes, collars, and other appurtenances shall be removed by burning, chipping, or cutting, stubs, rough spots, and other surface irregularities shall be ground smooth and flush with adjacent surfaces. Once tasked work in the affected area is complete, the areas affected by the removal shall be restored to their original condition. This includes, but is not limited to, preservation system, restoring floor coverings and joiner work, painting, replacing items and equipment removed for access, plugging wiring and pipe penetrations, and restoring all other disturbed areas to match the surrounding areas. Disturbed coatings shall be repaired to match the surrounding area.

b. After removing the machinery, piping, wiring, ducting, structure, outfitting, joiner, or equipment removal, supports, stuffing tubes, collars, or other appurtenances, watertight or fire zone boundaries shall be reestablished. Holes in oil tight, watertight, and gas tight boundaries and structural bulkheads shall be blanked with flush inserts providing structural integrity and tightness equal to that which they replace. Holes in non-structural steel and steel joiner bulkheads may be blanked with lapped plates.

c. When the electrical wiring requiring removal joins a circuit that is not being removed (i.e. at a junction box), the electrical wiring or cable shall be entirely removed to the junction point. All other attachments including, but not limited to, fasteners, supports, and brackets shall be entirely removed. When electric cable is designated for removal, it shall be

physically and electrically traced to the power source and the circuit de-energized before removing the cable. When cable is removed from multiple cable runs, the remaining cables shall be bound and strapped.

7.3.38 Replace or renew – means to remove the unit, equipment, or systems including interferences, and to install a new unit, equipment, or system which is either identical to or equal to that which was removed; the installation shall include, but not be limited to, any hook-ups, supports, and adapters, which are required to effect a finished fully operational installation complete in all aspects.

7.3.39 Restore – means to perform those processes (including, but not limited to, weld build-up, chrome plate, machine, grind, lap, NDT, etc.) which are required to return a component to the manufacturer’s specifications regarding dimensions, tolerances, angles, surface finish and clearances.

7.3.40 Section – means a major part of the work package and shall include a group of related work items.

7.3.41 Specification – means either a single work item or a complete set of work items.

7.3.42 Tag out – means a procedure to both notify personnel that tagged-out equipment, components, or systems are either isolated or not in a normal operating condition and to prevent injury to personnel, improper operation, or damage to the tagged-out equipment, components, or systems.

7.3.43 Temporary installation or temporarily install – means to provide labor and materials to install the unit, material, equipment or system to completely provide the function described in the individual work item, and to remove the same unit, material, equipment or system prior to redelivery of vessel or to satisfactorily meet the requirements of the individual work item(s). All the requirements of an

installation and removal set forth in paragraphs 7.3.20, 7.3.20.a, 7.3.20.b and 7.3.37 with regard to completeness, operation, testing, the identification and resolution of interferences, disconnection, detachment and transfer of the unit, material, equipment, or system in its entirety off the ship as specified in the GTR apply to a temporary installation and subsequent removal.

7.3.44 Temporary removal or temporarily remove – means to provide labor and material to disconnect and move the unit, equipment, or system from its initial location, and to reinstall the same unit, equipment, or system either in the same location or elsewhere on the ship as described in the work package. All the requirements of an installation as set forth in paragraphs 7.3.20, 7.3.20.a, and 7.3.20.b with regard to completeness, operation, testing, the identification and resolution of interferences, etc. also apply to a temporary removal and reinstallation.

7.3.45 Work item or item – means a separately numbered part of the work package describing a discrete portion of the work to be accomplished.

7.3.46 Work package – means the entire written portion of the contract including the Master Ship Repair Agreement, the contract provisions, work items, and the GTRs.

8.0 GENERAL CONDITIONS

8.1 The following conditions apply to each work item in this work package and are intended to outline the minimum acceptable quality of material, workmanship, and practice.

8.1.1 Where laws, regulations, requirements, or commercial standards are referred to herein, the latest revision that is in effect on the date of the solicitation shall be applicable.

8.1.2 The contractor shall be held responsible for

the protection of existing and newly installed equipment and materials and the storage and preservation of GFM/GFE. Any equipment that is damaged by the contractor and determined unusable by the OMT REP due to improper storage and preservation shall be replaced, repaired, or restored at the contractor's expense as directed by the OMT REP.

8.1.3 Materials and workmanship shall be subject to the OMT REP's inspection and approval at all times. Workmanship and materials found to be defective or not in conformity with regulatory requirements, or this work package and its associated approved drawings shall be cause for rejection and removal at the contractor's expense.

8.1.4 Prepare and submit reports, drawings, and other documents required by the work package in accordance with the contract data requirements list (CDRL).

8.1.5 Equipment, furnishings, and materials removed, including scrap, except those specified for relocation or otherwise designated by OMT REP, are to be disposed of by the contractor at the contractor's expense, except for material requiring disposal as a hazardous waste, which shall be disposed of in accordance with work item titled, Hazardous Waste Disposal at a Contractor's Facility.

8.1.6 Install suitable protective devices on equipment, which presents a hazard to personnel. These may be carrier guards or other approved devices and shall preclude personnel injury. Examples of equipment which require protective devices are those which contain exposed rotating parts, fan blades, belts, pulleys, flywheels, wire rope reels, etc.

8.1.7 Design, workmanship, equipment, and materials must conform to commercial maritime standards such as USCG regulations, the International Regulations for Preventing Collisions as Sea (COLREGS), Navigation and Vessel Inspection

Circulars (NVIC), and associated documents incorporated by reference in the aforementioned for marine inspection, and rules set forth by the ABS, U.S. Public Health Service (USPHS) regulations, International Maritime Organization (IMO), Safety and Life at Sea (SOLAS), Institute of Electrical and Electronics Engineers (IEEE) 45 and American National Standards Institute (ANSI) A17.1 (for elevators) and other applicable standards. The references required for conformance are either publicly or commercially available. Contractors are expected to have on hand any required commercially available reference which cannot be provided due to copyright restrictions.

8.1.8 Unless specifically approved by the OMT REP, contractor furnished equipment and materials shall be new. New materials and contractor furnished equipment must have traceable material documentation. The costs of ABS ship survey will be borne by the Government. The cost of other regulatory service expenses shall be borne by the contractor.

8.1.9 Conduct megger insulation resistance test (phase to phase and phase to ground) on new power cable installations and on existing disconnected and reused power cables.

8.1.10 Bond/ground equipment which is modified or installed by this work package. All bonding and bonding straps shall be in compliance with procedures and practices delineated by regulatory and professional agencies and organizations to include ABS Rules for Shipbuilding, and IEEE requirements.

8.1.11 Where rip outs leave openings in structures, decks, or shell plating, suitable insert plates or reinforced structures of equal material shall be installed to close the openings.

8.2 Hazardous Material

8.2.1 All material shall be asbestos and PCB free. If material that contains asbestos or PCB is inadvertently

specified on a contract guidance drawing or other document, the contractor shall substitute an equivalent non-asbestos or non-PCB material and notify the OMT REP in writing prior to making any changes. This will not result in any adjustments to the contract.

8.2.2 All paint and coatings shall be lead free. Coal tar and coatings containing organic tin or zinc chromate shall not be used. If these materials have been inadvertently specified, the contractor shall substitute an equivalent lead free, tar free, etc. paint or coating and notify the OMT REP without any adjustment of the contract.

8.2.3 The contractor may find materials aboard the ship which are hazardous to health. These include, but are not limited to, asbestos, coatings containing lead compounds and zinc chromate, and ventilation gaskets and electrical cable containing PCBs. In the event that hazardous materials are identified, the contractor shall notify the OMT REP immediately and in writing.

0000 **CONTRACT NO. N332205XXXX**

ITEM NO. 0002 **CATEGORY "NSP"** **06/04/2026**

TAOE-TECHNICAL_AND_MANUFACTURES_REPRESENTATIVE_VR_PACKAGE **FADER, JOSEPH**

1.0 ABSTRACT

This item sets general requirements for Technical and Manufacturer’s Representatives.

2.0 REFERENCES: None

3.0 ITEM LOCATION/DESCRIPTION: None

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES

5.1 The contractor and all subcontractors regardless of tier shall consult the General Technical Requirements (GTR) item 024, to determine applicability to this item. In performance of work items in this package, the contractor, and all subcontractors regardless of tier must comply with the requirements of GTR 024, where specified in an individual work item.

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 The work item(s) specification(s) contained in the solicitation may require the contractor to furnish technical representatives or may indicate or may not indicate that Government furnished technical representative(s) will be on site. When any such instances are indicated in the work item(s) specification(s), the following shall apply:

7.2 Contractor furnished technical representatives:

7.2.1 The contractor shall furnish the services of a qualified technical representative that is:

a. An employee of the original equipment manufacturer (OEM)

b. Authorized by the OEM; or

c. Approved by MSC

7.2.2 The contractor, in order to obtain MSC approval for an OEM authorized technical representative shall provide a copy of a valid manufacturer's authorization letter, with date of issue, name, address, and telephone number for verification.

7.2.3 The technical representative shall be on site at all times whenever the following evolutions are performed to specified equipment or systems: disconnection; removal; opening; disassembly inspection; taking of clearance readings; static and dynamic balancing tests and adjustments; reassembly; shop tests; reinstallation; pre-repair and post-repair operating tests; dock trials; and sea trials.

a. The technical representative shall witness all of the above identified tasks related to the specific work hired for and shall prepare all reports of design, as-found, and final reassembly dimensions and clearances, shop test, operational test, dock trial, and sea trial results.

b. The technical representative shall witness and sign all reports attesting to his presence and witnessing of the test and concurring with the results for all tests performed by the contractor or other sub-contractors.

7.2.4 The contractor shall be prepared to submit a list of all technical representatives (by manufacturer name), intended to be employed during the contract performance period to MSC as part of the proposal submitted in response to this solicitation.

7.3 Government furnished technical representatives:

7.3.1 The Government may furnish the services of a technical representative to be on site at the ship repair facility at required times during repairs to the specified

equipment of systems.

7.3.2 In the event that the contractor indicates either through written correspondence or the contractor’s production schedule that the Government’s technical representative is required to be on-site to support a production element, and subsequently fails to start the subject work item on time, the OMT REP will issue a Production Schedule Delinquent Progress Notice (PSDPN). PSDPNs found to be the result of contractor delinquencies that affect the presence of a Government-furnished technical representative will result in actions to recoup the additional costs for the subject Government-furnished technical representative.

7.3.3 The Contractor shall coordinate and reiterate the production schedule dates for when the Government technical representative is to be on site. Such coordination shall be in writing to the OMT REP seven calendar days in advance of the work item's start.

8.0 GENERAL REQUIREMENTS: None additional

1.0 ABSTRACT

This item describes the requirements for the contractor to have in place an effective quality assurance program and that such program be implemented in the planning and performance of this contract.

2.0 REFERENCES

2.1 MIL-I-45208 (series), Inspection Systems (Last Revision/Amendment Prior to Cancellation)(A feedback has been submitted to include a current reference)

3.0 ITEM LOCATION/DESCRIPTION

3.1 Performance of quality assurance at the contractor's facility.

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES

5.1 The Government may at any time without prior notification to the contractor elect to obtain the services of Government furnished technical representative(s) who will be on site at the contractor's facility acting as the Government quality assurance observer and consultant. The presence of Government furnished technical representative(s) does not relieve the contractor from performing any part of this work item.

5.2 The contractor and all subcontractors regardless of tier shall consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor and all subcontractors regardless of tier must comply with the requirements of all applicable GTRs including but not limited to GTRs (1) through (7).

6.0 QUALITY ASSURANCE REQUIREMENTS

6.1 The Government reserves the right to perform a pre-award survey of the apparently successful contractor’s facility, during which survey an inspection of the in-place quality assurance system's performance attributes in all areas may be subject to examination and review.

6.2 The successful contractor is herewith notified that regulatory body and MSC inspections are independent of the contractor's function of quality assurance. The contractor is not to rely upon MSC or regulatory bodies or their agents to perform its quality assurance inspections or tests.

7.0 STATEMENT OF WORK REQUIRED

7.1 Contractor inspection system requirements

7.1.1 Quality assurance plan/manual

a. The contractor shall document his inspection system, identifying the method of implementing the requirements contained herein. Implementation of the contractor's system shall be through a quality assurance plan or manual. The quality assurance plan or manual will be approved for use by the senior shipyard official and shall be available for review by the Government prior to the initiation of productive work. It shall meet the requirements of Reference 2.1 as a minimum including:

1. A functional organization chart showing overall company management

2. The quality assurance organization

3. A description of the contractor's quality control system

4. The assignment of specific responsibility for the following elements of quality control including written procedures specifying the methods of implementation;

(i) Performance and witnessing of tests and inspections

(ii) Preparation and maintenance of records

(iii) Control of non-conforming material

(iv) Corrective action system

(v) Receipt inspection

(vi) Subcontractor control

7.1.2 Test and inspections

a. Inspection personnel shall be qualified to perform the duties assigned and authorized to make an accept/reject determination for the contractor.

1. Submit a list of contractor personnel authorized to witness and accept the sign off inspection and tests listed on contractor’s test and inspection records (TIR's). Include personnel title/position in corporate structure.

2. Submit a list of subcontractor firms which are authorized to independently witness, accept and sign off inspections and tests listed on TIR's on behalf of the contractor. Identify each authorized subcontractor firm by name and address, by work item number, paragraph(s), and sub paragraph(s) which the subcontractors are to accomplish. The identification shall be as broken down in the statement of work for that work item and the production planning document prepared for the contractor's offer and this contract.

3. Lists of contractor and subcontractor personnel shall be submitted as part of the offered solicitation's technical proposal. Lists shall be amended as changes in personnel or subcontractors occur. Changes shall be subject to approval of the Contracting Officer (PCO prior to award or ship delivery/ACO (COR) after delivery) in accordance the Clause H-11 "substitution of personnel."

4. The contractor shall verify that all tests, inspections and work conform to contract requirements prior to presentation to the OMT REP for acceptance. In the event that specific criteria are not provided in the work item, the contractor shall verify that the tests, inspections or work meet regulatory body requirements (ABS, USCG etc.,) prior to presentation to the OMT REP for acceptance.

b. Final determination of acceptability shall be made by the OMT REP.

7.2 Documentation

7.2.1 Contractor inspection records

a. The contractor shall prepare a test and inspection record (TIR) for each specification item in the contract which requires productive work. TIR's shall be developed for each specification work item or change prior to productive work being accomplished for that item. TIR's at a minimum shall, include the following:

1. Identification by solicitation/contract number, ship name and Government work item number

2. Identification of each unit to be inspected by name, number, and location (e.g. Number 2 SSTG, Port Condenser, Cargo Winch Number 12, etc.). Where multiple units are contained within a work item, an entry on the TIR shall be made for each unit.

3. The listing of each specific inspection attribute, method of inspection or test and the acceptance/rejection criteria

4. Acceptability or rejection of each inspection attribute shall be indicated and shall be signed and dated by authorized personnel.

5. All TIR's shall be updated as work progresses and maintained current to within twenty-four (24) hours.

b. Test and inspection records (TIR's) are also required for all work associated with:

1. All Pre-priced option items

2. All change orders issued

3. The price for all QA required by option items shall be contained within the lowest line item level prices

4. The price for all QA required by the clause entitled "Additional Requirements" shall be considered, to be contained within the hourly labor price

5. Inspection attributes: The contractor shall list, on the TIR, all tests and inspections contained in each work item. In addition, the contractor shall include the following types of inspection required by the work item:

(i) All pertinent tolerances, clearances and conditions found upon disassembly/opening of equipment, machinery components or spaces

(ii) All in process verification, including refit/final tolerances, clearances, alignment, tests,

cleanliness and internal condition prior to closure, fit-up and welding

(iii) All verification of item completion including prerequisite for operational testing (i.e., lubrication, continuity checks, rotation) and final supporting data

7.2.2 Maintenance of records

a. The contractor shall maintain records of completed TIR's, including inspection records generated by all subcontractors for a period of ninety (90) days after contract completion.

b. The records shall document the specific inspection actions or tests and provide objective quality evidence of completed work and form the basis for acceptance of the work.

c. The records shall include documentation of contractor rejected work, corrective action taken and objective quality evidence which the contractor offers as assurance of the conformance to the work item specifications.

d. The records shall include documentation of contractor inspection/test failures, corrective action taken and objective quality evidence which the contractor offers as assurance of the conformance to the work item specifications.

e. Records provided by subcontractors may be incorporated in the inspection and test documentation, or if maintained as separate documentation, shall be referenced therein and be readily available for review by the Government.

f. The inspection record shall, for each work item, reference any quality deficiency reports (QDRs) issued by the OMT REP. All QDRs require a written response from the

contractor to the Government.

g. During the performance period of the contract, records shall be maintained at a location accessible to the site of the work. The records shall be available for review by the Government during weekday and weekend hours consistent with regular day shift, (approximately 0630-1800). Records shall also be available for Government review during the 90 days following contract completion.

h. Contractor's inspection records are an integral part of the work. Therefore, the ACO and OMT REP will consider the work item incomplete if the contractor's documentation and records are not complete. Records shall include all TIR's subcontractor inspection reports, material certificates and receipt inspection records.

7.3 Corrective action

7.3.1 The contractor's corrective action shall provide for prompt correction of defects whether found by the Government or by the contractor's or subcontractor's personnel. When such defects are reported by the Government and require a written response, the contractor shall provide prompt written response indicating corrective action taken or the date by which a specific corrective action will be complete. The contractor's corrective action shall provide for the correction of the cause of defects in work or procedures reported by Government to contractor by quality deficiency report (QDRs) or by letter.

7.4 Subcontractor control and evaluation

7.4.1 The contractor shall establish procedures for selection of subcontractors and control of subcontractor quality, including:

a. Procedures for selection of qualified subcontractors, based on evaluation and assessment of the

subcontractor's quality control, facilities and available resources, as appropriate, to perform the specific type of work.

b. Procedures for transmittal of all technical, design and quality requirements to the subcontractor. Quality requirements shall include the inspection and tests required by the work item as well as contractor inspection at the subcontractor's plant when such action is necessary to assure product conformance.

7.4.2 Subcontractors listed within the contractor's technical proposal as having been selected to perform individual work items or parts thereof, shall be considered key personnel as defined in Clause for "Substitution of Personnel." As key personnel they are considered during the technical evaluation process. As such any changes in subcontractors shall be subject to approval of the OMT REP.

7.5 Regulatory inspections

7.5.1 The contractor shall ensure all regulatory body mandated inspections are arranged for and conducted.

a. The contractor shall reproduce and provide copies of the contract specifications to the cognizant American Bureau of Shipping (ABS) and United States Coast Guard (USCG) area representatives.

b. The contractor shall prepare a written request for review of the specifications to identify the specific attributes for which regulatory body inspection is deemed mandatory. The contractor shall incorporate these inspections in the TIR's.

c. During the performance of the contract the contractor shall be responsible for notifying both ABS and USCG and coordinating and scheduling their inspections. Timely arrangements for the attendance of regulatory body

representatives are a mandatory requirement of this item. The contractor shall be responsible for maintaining weekly contact with regulatory agencies, obtaining a written prediction of their weekly workload, their advance notification requirements, keep abreast of notification requirement changes to ensure timely contact. Copies shall be furnished to the OMT REP.

7.6 MSC inspections

7.6.1 The contractor shall provide for notification to the OMT REP or his duly authorized representative for all tests requiring MSC attendance.

a. When specification items require that a OMT REP or his representative (i.e., Port Engineer, Chief Engineer and others that may be designated by the item) accept and/or witness in process work, completed work, testing or inspections, the contractor shall provide notification to the designated personnel at least four (4) but not more than twenty four (24) hours in advance of the work sequence to be witnessed or approved.

b. When work to be witnessed or approved is to occur after normal day shift working hours the OMT REP shall be notified at least four (4) hours before the end of the last preceding regular work shift.

c. When work to be witnessed or approved is to occur on a weekend or holiday, the OMT REP shall be notified at least four (4) hours before the end of the last preceding regular work shift.

d. Notification of tests/inspections is a mandatory requirement. Identification of tests/inspections on the contractor's production schedule(s), etc., does not relieve the contractor of the requirement.

e. The OMT REP may designate checkpoints, in

addition to those identified by the specification item, that are to be observed or inspected by the OMT REP or regulatory body. The notification requirements of above shall also apply to those designated checkpoints.

f. Regulatory body inspectors may also elect to designate additional checkpoint(s) tests/inspections which will require their attendance. (These are in addition to those incorporated into the TIR after specification review per 7.5 above.) This is beyond the ability or control of the OMT REP. The contractor shall provide adequate timely notification to ensure the requiring inspector's attendance at these added tests/inspections.

g. MSC inspection is an independent function of the Government and does not relieve the contractor of the responsibility for performing the tests and inspections required by the specification or those considered necessary to ensure product conformance. All inspections specified within the specification work item are mandatory inspections. The contractor shall not proceed beyond this point without prior approval from the OMT REP.

7.7 Submission of records

7.7.1 A copy of all records as defined by 7.2 shall be submitted to the Contracting Officer within ten (10) days of contract completion. The contractor shall maintain original copies in accordance with 7.2.

7.8 Quality deficiency reports (QDRs)

7.8.1 During the course of the contract it may be determined by the OMT REP that the contractor's workmanship is defective or that the quality assurance (QA) program (inspectors or inspection processes) has failed to perform in a manner consistent with the contractor's proposal as evaluated prior to

award. Should such occur, the OMT REP may issue to the contractor a quality deficiency report (QDR).

7.8.2 The contractor is required to address the specific subject of the QDR and to advise the Government of how it proposes to perform permanent corrective action of the defective work or process which caused the QDR to be issued.

7.8.3 For a QDR issued in connection with a work item, the contractor is explicitly required to provide a satisfactory answer within the time frame indicated thereon for a reply. Normally, this is within two (2) calendar days from the date of issue. The contractor shall reply in the allotted time indicated on the QDR.

7.8.4 Additional reply time may be requested if needed by the contractor. A request shall be submitted in writing to the Contracting Officer for an extension to the reply date. The request letter shall give a specific, valid justification and date for submittal. In no case shall the extension requested be longer than a total of five (5) calendar additional days.

7.8.5 When the contractor's failure to submit a timely reply, (or a written request for an extension to the Contracting Officer), necessitates issuance of a letter addressing the lateness of the response, (or extension request), the contractor shall lose all further work progress for payment purposes upon the work item the QDR is issued against. This may be for the duration of the contract, or until such time as an acceptable response is furnished.

7.9 Schedule for key inspection events

7.9.1 Contractors shall prepare and submit within two (2) weeks after award a Schedule for key inspection events. The schedule for key inspection events shall show the dates for key

inspections as contained in the production schedule, and the parties whose required attendance is necessary to conduct and witness a successful test. At a minimum the following inspections are to be identified:

a. Preliminary test for each final acceptance test.

b. Final acceptance tests.

c. Regulatory agency (ABS/USCG) required tests.

d. Tests indicated by work items as requiring mandatory OMT REP presence.

7.9.2 The schedule for key inspection events shall be updated weekly to show tests that have been added, deleted, completed, and all test failures. It is to reflect changes to the production plan resulting from new work items added or work items canceled. All test changes are to be reflected in the updated production schedule and test and inspection record.

7.9.3 Changes to the schedule for key inspection events for items not impacted by added/deleted work must be requested via written notification to the Contracting Officer, giving justification for the proposed change. Contracting Officer acknowledgment and concurrence is required before the change can be made. Notifications should be submitted at the weekly production meeting. For exceptional cases this may be later but not less than twenty-four (24) hours prior to the test's scheduled performance.

7.10 Inspection unpreparedness/unnecessary inspections

7.10.1 The contractor is responsible to control the number of unnecessary inspection call outs issued due to unpreparedness. The contractor may choose to accomplish pre-inspections to assure readiness. Unnecessary inspection call

outs due to unpreparedness will be considered an indication of an ineffective quality assurance program and system and will be the subject of a QDR.

8.0 GENERAL REQUIREMENTS: None additional

0000 **CONTRACT NO. N332205XXXX**

ITEM NO. 0005 **CATEGORY "NSP"** **02/24/2026**

TAOE_SWI_ELECTRICAL_SAFETY_PROCEDURE_REQUIREMENTS **TBD**

1.0 ABSTRACT

This work item establishes shipboard electrical safety requirements for both low voltage and high voltage applications. These requirements and procedures shall be followed by all contractors and subcontractors in the accomplishment of all work requirements.

2.0 REFERENCES

2.1 MSC Safety Management System Procedure 2.1-004-ALL, Lock-out/Tag-out

2.2 29CFR 1910.335 Electrical Safety Related Work Practices; Safeguards for Personnel Protection

2.3 NFPA 70E Standard for Electrical Safety Requirements for Employee Workplaces

3.0 ITEM LOCATION/DESCRIPTION

3.1 Location: Throughout the ship

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES

5.1 The contractor and all subcontractors, regardless of tier must consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor and all subcontractors regardless of tier must comply with all applicable GTR requirements.

5.2 The contractor and all subcontractors, regardless of tier are advised to review other work items under this contract to determine their effect on the work required under this work item.

5.3 The definitions of many terms used in this work item

are found in Work Item 001.

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 Electrical Safety - Lock-out/Tag-out Procedures

7.1.1 The contractor shall have an established electrical safety lock-out/tag-out program in place to provide adequate protection against electrical hazards in the accomplishment of the work specified in this work package. A written description of the contractor’s electrical safety lock-out/tag-out procedures shall be provided to the OMT REP, ship’s Master and Chief Engineer upon vessel arrival at the contractor’s facility, along with a discussion on the procedures.

7.1.2 Ship’s force shall maintain their existing lock-out/tag-out procedures, in accordance with Reference 2.1 for low voltage applications, in addition to the contractor’s procedures, to provide a redundant safety measure for these systems. The contractor shall co-ordinate electrical safety lock-out/tag-out procedures with the OMT REP and the ship’s Chief Engineer to ensure the plans complement each other and provide maximum electrical safety for ship’s crew and contractor personnel.

7.1.3 Do not accomplish work on any piece of mechanical, electrical or electronic equipment, circuit, or system that has not been isolated from its energy source (electrical, mechanical, hydraulic, pneumatic, chemical, or thermal) and tagged-out in accordance with the shipyard’s electrical safety plan and References 2.1 and 2.2.

7.1.4 Do not attempt to operate any piece of mechanical, electrical or electronic equipment, circuit, or system that is tagged-out by either the contractor, ship or both. Tags must be properly cleared through both the

contractor’s procedures and the ship’s procedures before systems and equipment can be safely energized and operated.

7.1.5 All contractor and subcontractor personnel intended to work on electrical circuits and equipment onboard MSC vessels shall provide and utilize proper personnel protective equipment (PPE) and tools in accordance with References 2.2 and 2.3. Contractor and subcontractor personnel will not be permitted to perform electrical systems work onboard if they are found to not possess the proper tools and PPE.

8.0 GENERAL REQUIREMENTS: None additional

0000 **CONTRACT NO. N332205XXXX**

ITEM NO. 0020 **CATEGORY "A"** **02/24/2026**

TAOE-SWI-GAS_FREE_CERTIFICATES **TBD**

1.0 ABSTRACT

This item describes the requirements for the contractor to provide and maintain Marine Chemist gas free certificates to certify spaces and systems as gas free safe for personnel entry and safe for hotwork on the ship where work will be accomplished on a daily basis.

2.0 REFERENCES: None

3.0 ITEM LOCATION/DESCRIPTION

3.1 Location/Quantity

3.1.1 Machinery rooms, pump rooms, and tanks and spaces as noted in Enclosure 2.2.1 of Work Item 021 of this work package.

3.1.2 Areas throughout the vessel where hot work is being performed by the contractor.

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES

5.1 The contractor and all subcontractors, regardless of tier must consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor and all subcontractors regardless of tier must comply with all applicable GTR requirements.

5.2 The contractor and all subcontractors, regardless of tier are advised to review other work items under this contract to determine their effect on the work required under this work item.

5.3 The definitions of many terms used in this work item are found in Work Item 001.

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 In the United States or its territories and possessions, a national fire protection association(NFPA) Certified Marine Chemist shall be used to certify spaces gas free safe for personnel entry and safe for hot work (46 CFR 115.710 (a)). Outside of the United States, a Marine Chemist or Industrial Hygienist, certified in the country or locale where the work is to be accomplished, shall be utilized.

7.1.1 Contractor actions to prepare tanks and spaces to attain gas free certification shall be accomplished in accordance with USCG, OSHA (Subparts 1915.11, 1915.12, and 1915.13) and OCONUS specific locale requirements.

7.2 Test and prove gas free "Safe for Men" and "Safe for Hot Work" as applicable for all areas as listed in 3.1, including all other spaces where work requiring gas free condition is required by the work items of these specifications:

7.2.1 Cleaning required to attain gas free status is covered under individual work items.

7.2.2 For Bidding purposes, estimate that the requirements of gas free certificates apply to 3 Tanks/Voids and 3 Machinery Spaces. Gas free certificates only to be utilized with written authorization via MSC REP.

7.3 Furnish the OMT REP with two copies of the gas free certificates signed by a NFPA certified Marine Chemist (or equivalent OCONUS Marine Chemist or Industrial Hygienist) prior to start of any confined space entry and/or hot work. Furnish a new gas free certificate, signed by a NFPA certified Marine Chemist (or equivalent OCONUS Marine Chemist or Industrial Hygienist), daily thereafter for the duration of the particular work necessitating gas freeing of spaces safe for men and hot work. One copy of said certificate is also to the posted near the gangway(s).

7.3.1 Gas free certificates shall be maintained on a daily basis. This may be accomplished by a shipyard competent person, provided same competent person is acceptable to all regulatory agency (e.g. USCG, ABS) inspection personnel during inspections. Should regulatory agency inspectors require NFPA certified Marine Chemist (or equivalent OCONUS Marine Chemist or Industrial Hygienist) certificates, the additional costs of contracting a Marine Chemist shall be borne by the contractor.

7.3.2 Shipyard competent persons shall be trained by a NFPA certified Marine Chemist (or equivalent OCONUS Marine Chemist or Industrial Hygienist), and credentials demonstrating this training shall be provided to the OMT REP prior to any confined space entries.

7.4 Any variation of originally certified conditions such as shifting vessel, changing ballast, and transport of any other fluids, etc., must be immediately brought to the attention of the OMT REP. A new Marine Chemist gas free certificate shall also be issued.

7.5 Burning or other hot work shall not be done by the contractor on any part of the vessel, including piping systems unless permission to do so is specifically granted by the NFPA certified Marine Chemist (or equivalent OCONUS Marine Chemist or Industrial Hygienist), documented with issued certificates.

7.6 Preparation of Drawings: None

7.7 Manufacturer’s Representative: None

8.0 GENERAL REQUIREMENTS: None additional

1.0 ABSTRACT

This item describes the requirements for the contractor to open, clean, gas-free, maintain, and close miscellaneous tanks, voids, cofferdams, and spaces. Storage of re-usable fuel and lube oils is also required.

2.0 REFERENCES

2.1 References

2.1.1 NAVSEA Drawing No. 801-7488878, Booklet of General Plans, USNS MEDGAR EVERS (T-AKE 13)

2.1.2 NAVSEA Drawing No. 835-8499168, USNS MEDGAR EVERS, Trim & Stability Booklet

3.0 ITEM LOCATION/DESCRIPTION

a. Location/Description

1. 6-24-1 Ballast Tank

2. 6-24-2 Ballast Tank

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None

5.0 NOTES

5.1 The contractor and all subcontractors, regardless of tier must consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor and all subcontractors regardless of tier must comply with all applicable GTR requirements.

5.2 The contractor and all subcontractors, regardless of tier are advised to review other work items under this contract to determine their effect on the work required under this work

item.

5.3 The definitions of many terms used in this work item are found in Work Item 001.

5.4 In the event that any tank contents are deemed to be hazardous wastes in accordance with federal, state and local (CONUS) or international (OCONUS) standards, the costs for handling and disposal of those wastes shall be covered under Work Item 023 of this work package.

6.0 QUALITY ASSURANCE REQUIREMENTS

6.1 Tank coating system conditions shall be identified and documented by the contractor during tank surveys. ABS surveyor shall receive a copy of contractor’s reports.

7.0 STATEMENT OF WORK REQUIRED

7.1 It is the contractor’s responsibility to analyze and properly plan tank unloading procedures to ensure that no undue stresses are imposed on the vessel structure. Ship’s force and OMT REP will assist contractor with ship loading documents and software. The contractor shall utilize the services of a naval architect or structural engineer to support this planning. The contractor shall provide their tank unloading plan to the OMT REP at least two business days prior to starting this work to permit review and approval by MSC naval architect.

7.2 Contractor and ship’s force shall on arrival at the contractor’s facility take, record, and verify soundings of all tanks listed, using References 2.1.1 and 2.1.2 as guidance. The Chief Engineer shall review and endorse all soundings taken/recorded. Submit copy of endorsed record to the OMT REP.

7.3 Removals: The ship will pump down tanks to low suction, either to other tanks onboard or to shore storage facilities. In the event that the tank contents are being moved

off the ship, the contractor shall provide support to the vessel, including all hoses and manpower on the shore side to accomplish this removal. Contractor shall be responsible to provide all pumps, hoses, fittings and personnel to safely remove all remaining tank contents as identified. Applicable federal, state, local or international procedures for transferring fuel and lube oils over water shall be followed by the contractor. All other liquids shall be disposed of in accordance with local, state, federal and/or international regulations. In some states, the presence of oil in the wash water may deem the mixture to be hazardous waste. When pricing this item, the contractor shall assume that oil is present in the tank wash water. The cost for disposal of the mixture shall be included in the price quote regardless of whether or not, due to the presence of oil, the wash water is deemed hazardous waste or non-hazardous waste. All other costs for offload and disposal shall be captured in this work item.

7.4 When directed by the OMT REP, return all fuel oil and lube oil to the vessel. Prior to returning of liquids, the contractor, together with ship's force, shall take samples of all stored liquids. These samples shall be turned over to the Chief Engineer. Each sample bottle shall be labeled with temporary storage tank taken from, contents, and date taken. Any visual indications of contamination shall be brought to the attention of the OMT REP immediately.

7.5 Accomplish the following for each tank/space listed:

7.5.1 Open manholes and erect/maintain safety guards over openings.

7.5.2 Temporarily provide blowers and ventilate tanks and spaces, inclusive of confined areas around manhole covers.

a. Ventilation of the tanks shall be accomplished

so as to prevent tank fumes from exhausting in the interior compartments of the ship.

7.5.3 Temporarily provide and maintain, as required, tank lamping/lighting. Lighting shall be explosion proof, safety type lights.

7.6 Clean and Gas Free tanks and spaces listed. Cleaning shall completely remove all traces of dirt, sludge, debris and liquids. All tanks and spaces shall be presented in a clean and dry condition and shall be ready to be certified and maintained safe for men/safe for hot work. The provision of gas free certificates is covered under Work Item 020 of this work package.

7.6.1 Where a battery of tanks is designated for cleaning and gas freeing, all interior spaces in way of same, such as cofferdams, voids, bilges, bilge wells and other spaces, even if not specifically mentioned, shall be considered as being included as spaces to be cleaned and gas freed.

7.6.2 For all tanks and spaces indicated in, air vents, sounding tubes, filling and suction lines and other appurtenances shall be included for cleaning and gas freeing. Secondary manhole covers for each tank shall also be opened.

7.6.3 Post original gas free certification at each tank/space location. Certificate shall be mounted directly at the tank/space manhole entrance.

7.6.4 Post copy of gas free certificates at the designated gangway access to the vessel.

Certifications posted at gangway shall be in a protective weather/waterproof enclosure that is accessible and visible.

7.7 Surveys and testing requirements for these tanks shall be addressed in other work items in this work package.

7.8 At the conclusion of all required work, conduct a final closeout inspection for each tank/space listed with the OMT REP. No tank shall be closed until a final inspection is accomplished with the OMT REP in attendance.

7.8.1 Contractor is responsible for repairing all tank coating damage caused by work in this solicitation work package. During close out inspection, if coatings are found damaged by contractor’s work, contractor shall repair damaged areas prior to final close out of tank/space, at contractor’s expense. Damaged coatings shall be repaired in accordance with MSC paint system and the paint representative’s recommendations.

7.8.2 Ensure all blowers, lighting, staging, tools, and miscellaneous equipment are removed prior to the final inspection. Any staging necessary for OMT REP close out inspection shall be removed just prior to final acceptance close out of tank/space.

7.8.3 Present tank in final clean condition. No dirt, dust, debris or liquids shall be allowed. Any tank or space failing the close out inspection, shall be re-cleaned until passing OMT REP inspection (repeated cleanings and inspections will be at contractor expense, and may become subject to issuance of a QDR).

7.9 Upon acceptance of final closeout inspection and by direction of the OMT REP, reinstall manhole covers using new gaskets, grommets, and wicking. Submit a condition found report for any missing or damaged fasteners or hardware.

7.10 The following tanks and spaces, shall be opened, cleaned and prepared for gas free certification within (7) days of the shipyard availability start:

7.10.1 6-24-1 Ballast Tank

7.10.2 6-24-2 Ballast Tank

7.11 Required deliverable report: Contractor shall create, maintain, update, and submit weekly during the progress meeting, a tank/space work matrix. This matrix shall contain the following information:

7.11.1 Tank/Space Name

7.11.2 Tank/Space Location Designation

7.11.3 Date Tank/Space Opened

7.11.4 Date Gas Free Cleaning Started

7.11.5 Date Gas Free Cleaning Completed

7.11.6 Date Gas Free Certificate Received

7.11.7 Date ABS Initial Structural Survey Complete

7.11.8 Date Air Test/Hydro Test Completed

7.11.9 Date Final Tank/Space Cleaning Started

7.11.10 Date Final Tank/Space Cleaning Completed

7.11.11 Date Tank/Space Final Close

7.11.12 Tank/Space Related Repair Status: List major job sequence within a tank/space followed by date start and date completed (such as below):

a. Access Cuts -> date removed/date installed

b. Blasting -> date start/date complete

c. Painting -> date start/date complete

d. Related work items internal repairs (pipe, valve, structure, etc.)

e. Related work items external repairs (welding, UT’s, zincs, other structural related; etc.)

f. Fluids added/removed from tank/space (pot water chlorination; Undocking stability; fuels/oils; etc.)

7.12 Paint all disturbed surfaces to match surroundings

8.0 GENERAL REQUIREMENTS: None additional

1.0 ABSTRACT

The purpose of this work item is to provide the labor, material, services and equipment to replace three (3) each wasted deck penetrations on the deck, for the lifeboat embarkation light cables.

2.0 REFERENCES/ENCLOSURES

NOTE: PPE verify and update references as required for the applicable vessel prior to submission.

2.1 References

2.2 Enclosure: None

3.0 ITEM LOCATION/DESCRIPTION/QUANTITY

NOTE: PPE verify and update location, description (Nomenclature, Manufacturer, Model, Serial number) and quantities as required for the applicable vessel prior to submission.

3.1 Location

3.1.1 03 Deck, Starboard Lifeboat Embarkation Deck

3.2 Description/Quantity

3.2.1 Deck Penetration for three (3) embarkation light cables.

3.3 Contractor Furnished Material (CFM)

3.3.1 Three (3) each, 1-1/2 in x 6 in Sched 80 collars.

3.3.2 Welding materials required install new deck penetrations

3.3.3 Insulation to restore overhead as original.

3.3.4 Cable penetration sealant

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICE: None

5.0 NOTES

5.1 The contractor and all subcontractors, regardless of tier must consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor, and all subcontractors regardless of tier must comply with the requirements of all applicable GTRs including but not limited to GTRs 1 through 7, 22, 23, 24, 28, and 29.

5.2 THIS SHIP CONTAINS HIGH VOLTAGE (HV) ELECTRICAL SYSTEMS. OBEY ALL POSTED AND VERBAL INSTRUCTIONS REGARDING SAFETY AND EXCLUSION FROM HIGH VOLTAGE AREAS. AT NO TIME APPROACH, WORK ON, OR ENTER A HIGH VOLTAGE AREA WITHOUT PROPER AUTHORIZATION.

5.3 THE T-AKE CLASS ELECTRICAL COLOR CODING DOES NOT FOLLOW CONSISTENT COLOR SCHEME. THE SHIP IS KNOWN TO HAVE CURRENT CARRYING CONDUCTORS COLORED GREEN, BLUE, BLACK, AND WHITE. ASSUME ALL ELECTRICAL CABLES ARE ENERGIZED UNTIL TESTED AND PROVEN OTHERWISE. TEST ALL ELECTRICAL CABLES TO ENSURE THEY ARE DE-ENERGIZED PRIOR TO WORKING ON THE ITEM.

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 Provide all labor, material, services and equipment required to remove three (3) wasted deck penetrations from the 03 Deck in way of Starboard Lifeboat Embarkation Deck.

7.1.1 If required due to tank or void entry, provide the services of a Marine Chemist to certify the space/location Gas Free Safe for Hot Work, with follow on attendance by a Competent Person to verify the following day(s) that the space is maintained Safe For Hot Work.

7.1.2 Provide an electrician to disconnect electrical cables from embarkation lights.

7.1.3 Remove and restore any interferences and insulation in way of the overhead space on the deck below. Approx 30CMx30CM each.

7.1.4 Remove and install three (3) each replacement 1-1/2 inch x 6 inch schedule 80 collars. Conduct weld examination and non-destructive testing with dye penetration. Crane assist will be provided to bring welding machine onto the vessel and return upon completion of services.

7.1.5 Reconnect electrical connections.

7.1.6 Upon completion of repair, conduct operational test of embarkation lights to confirm system integrity.

7.1.7 Fill the void between the cables and the new deck collars with Fire Stop.

7.2 Reports

7.2.1 When inspection, service and testing reveal any deficiency a condition report is to be submitted to the OMT REP with recommended repairs and parts required. Submit one electronic copy in Portable Document Format (PDF).

7.3 Painting:

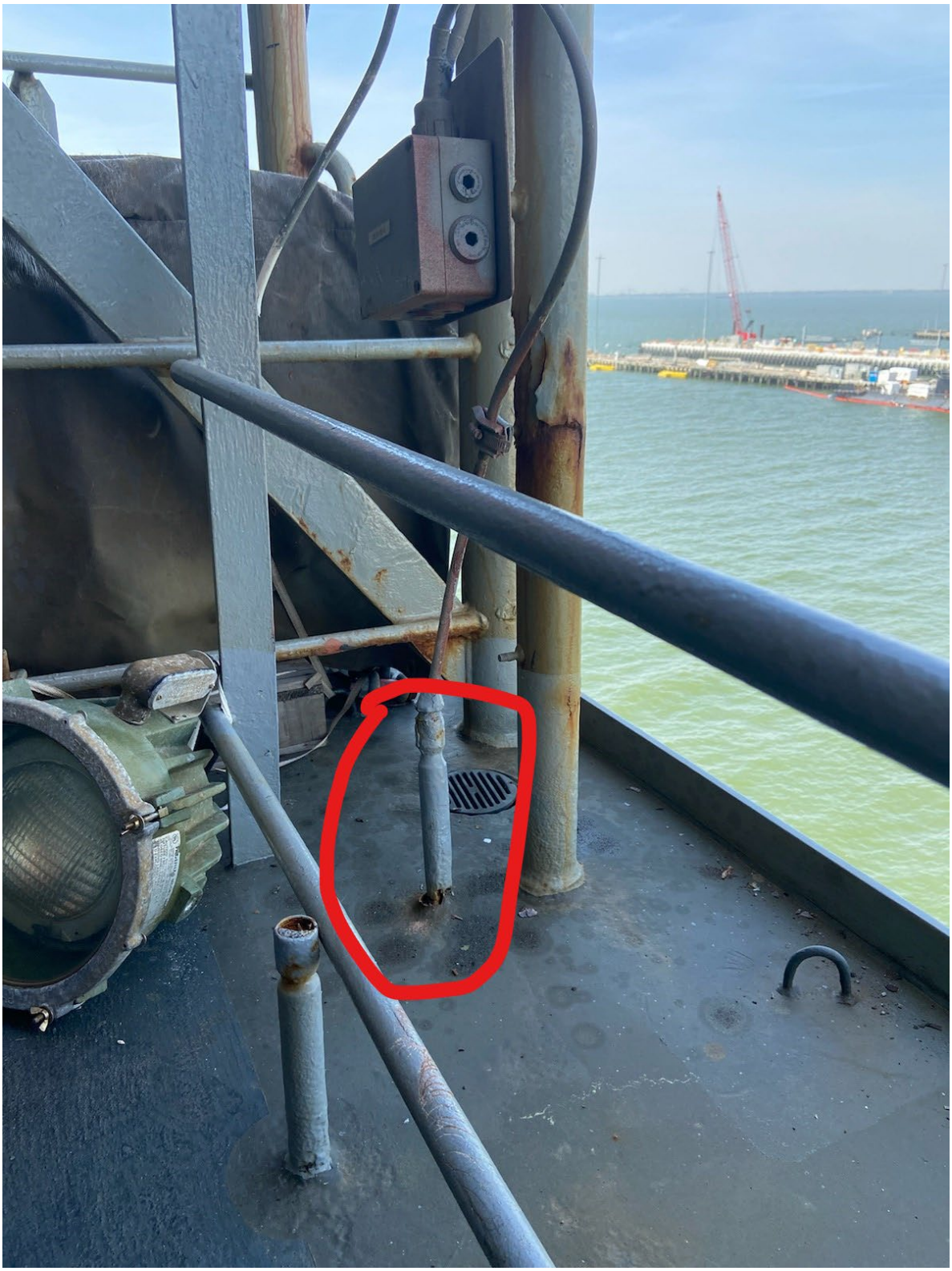
7.3.1 Apply two (2) coats of Amercoat 240 primer to new and disturbed areas. Areas in the hangar are to be painted prior to insulation restoration. Paint to be provided as GFM

7.4 Manufacturer’s Representative: None

7.5 Preparation of Drawings: None

8.0 GENERAL REQUIREMENTS: None addition.

ENCLOSURE:



1.0 ABSTRACT

The purpose of this work item is to provide the labor, material, services and equipment to replace one (1) wasted deck penetration on the No. 1 Anchor Windlass Deck Penetration and one (1) handrail.

2.0 REFERENCES/ENCLOSURES

NOTE: PPE verify and update references as required for the applicable vessel prior to submission.

2.1 References

2.2 Enclosure: None

3.0 ITEM LOCATION/DESCRIPTION/QUANTITY

NOTE: PPE verify and update location, description (Nomenclature, Manufacturer, Model, Serial number) and quantities as required for the applicable vessel prior to submission.

3.1 Location

3.1.1 01 Deck, No. 1 Anchor Windlass

3.2 Description/Quantity

3.2.1 One (1) Deck Penetration for cable.

3.2.2 One (1) handrail, 2” diameter and ~7 ft long

3.3 Contractor Furnished Material (CFM)

3.3.1 One (1) 4x6 inch multi cable transit (MCT)

3.3.2 One (1) 2 inch diameter pipe, approx. 7 ft

3.3.3 Welding materials required to install new deck penetrations

3.3.4 Insulation to restore overhead as original.

3.3.5 Cable penetration sealant

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICE: None

5.0 NOTES

5.1 The contractor and all subcontractors, regardless of tier must consult the General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor, and all subcontractors regardless of tier must comply with the requirements of all applicable GTRs including but not limited to GTRs 1 through 7, 22, 23, 24, 28, and 29.

5.2 THIS SHIP CONTAINS HIGH VOLTAGE (HV) ELECTRICAL SYSTEMS. OBEY ALL POSTED AND VERBAL INSTRUCTIONS REGARDING SAFETY AND EXCLUSION FROM HIGH VOLTAGE AREAS. AT NO TIME APPROACH, WORK ON, OR ENTER A HIGH VOLTAGE AREA WITHOUT PROPER AUTHORIZATION.

5.3 THE T-AKE CLASS ELECTRICAL COLOR CODING DOES NOT FOLLOW CONSISTENT COLOR SCHEME. THE SHIP IS KNOWN TO HAVE CURRENT CARRYING CONDUCTORS COLORED GREEN, BLUE, BLACK, AND WHITE. ASSUME ALL ELECTRICAL CABLES ARE ENERGIZED UNTIL TESTED AND PROVEN OTHERWISE. TEST ALL ELECTRICAL CABLES TO ENSURE THEY ARE DE-ENERGIZED PRIOR TO WORKING ON THE ITEM.

6.0 QUALITY ASSURANCE REQUIREMENTS: None additional

7.0 STATEMENT OF WORK REQUIRED

7.1 Provide all labor, material, services and equipment required to remove and replace two (2) each wasted collar from the 01 Deck in way of No.1 Anchor Windlass.

7.1.1 If required due to tank or void entry, provide the services of a Marine Chemist to certify the space/location Gas Free Safe for Hot Work, with follow on attendance by a Competent Person to verify the following day(s) that the space is maintained Safe For Hot Work.

7.1.2 Provide an electrician to disconnect electrical cables from anchor windlass.

7.1.3 Remove and restore any interferences and insulation in way of the overhead space on the deck below.

7.1.4 Remove and install one (1) replacement multi cable transit (MCT) collar. Conduct weld examination and non-destructive testing with dye penetration. Crane assist will be provided to bring welding machine onto the vessel and return upon completion of services.

7.1.5 Reconnect electrical connections.

7.1.6 Upon completion of repair, conduct operational test of anchor windlass to confirm system integrity.

7.1.7 Fill the void between the cables and the new deck collars with Fire Stop.

7.1.8 Remove and install one (1) replacement handrail using existing onboard as a template. Conduct weld examination and non-destructive testing with dye penetration. Crane assist will be provided to bring welding machine onto the vessel and return upon completion of services.

7.2 Reports

7.2.1 When inspection, service and testing reveal any deficiency a condition report is to be submitted to the OMT REP with recommended repairs and parts required. Submit one electronic copy in Portable Document Format (PDF).

7.3 Painting:

7.3.1 Apply two (2) coats of Amercoat 240 primer to new and disturbed areas. Overheads on deck below are to be painted prior to insulation restoration. Paint to be provided as GFM

7.4 Manufacturer’s Representative: None

7.5 Preparation of Drawings: None

8.0 GENERAL REQUIREMENTS: None addition.

Enclosure:

1.0 ABSTRACT:

1.1 This work item describes the requirements to disconnect and remove and overhaul and re-install four (4) deteriorated ladders located onboard the vessel.

2.0 REFERENCES/ENCLOSURES:

2.1 References:

2.1.1 American Bureau of Shipping (ABS) Steel Vessel Rules

2.1.2 MSC Drawing, 803-7081122, Military Sealift Command General Technical Requirements (GTRs)

2.1.3 NASSCO Standard 77-87-486, Ladder, Inclined, Exterior with Open Grating Treads

2.1.4 NAVSEA Drawing 631-7488891, Paint Schedule

2.2 Enclosures: Photos

3.0 ITEM LOCATION/DESCRIPTION:

3.1 Location/Quantity:

3.1.1 04-61-2, Qty 2 EA sets of steps leading to lifeboat 2 platforms

3.1.2 04-66-1, Qty 2 EA sets of steps leading to lifeboat 3 platforms

3.2 Item Description/Manufacturer's Data: None

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIAL/SERVICES: None.

5.0 NOTES:

5.1 The contractor and all subcontractors, regardless of tier, must consult Reference 2.1.2, MSC General Technical Requirements (GTR) to determine applicability to this work item. In performance of this work item, the contractor and all subcontractors regardless of tier must comply with the requirements of all applicable GTRs including but not limited to GTRs 1 through 7.

5.2 The contractor and all subcontractors regardless of tier are advised to review the other work items under this contract to determine their effect on the work

required under this work item. Many of the definitions relating to performance of this work item are found in Work Item 001.

5.3 Remove, replace, and relocate any interference necessary to accomplish each work item in the Work Package.

5.4 Welder, whether contractor or subcontractor provided, shall hold qualification documentation from American Bureau of Shipping (ABS), and United States Coast Guard (USCG) for the material to be welded. Welding procedures shall be approved by the ABS Surveyor for the particular applications.

5.5 THIS SHIP CONTAINS HIGH VOLTAGE (HV) ELECTRICAL SYSTEMS. OBEY ALL POSTED AND VERBAL INSTRUCTIONS REGARDING SAFETY AND EXCLUSION FROM HIGH VOLTAGE AREAS. AT NO TIME APPROACH, WORK ON, OR ENTER A HIGH VOLTAGE AREA WITHOUT PROPER AUTHORIZATION.

5.6 THE T-AKE CLASS ELECTRICAL COLOR CODING DOES NOT FOLLOW CONSISTENT COLOR SCHEME. THE SHIP IS KNOWN TO HAVE CURRENT CARRYING CONDUCTORS COLORED GREEN, BLUE, BLACK, AND WHITE. ASSUME ALL ELECTRICAL CABLES ARE ENERGIZED UNTIL TESTED AND PROVEN OTHERWISE. TEST ALL ELECTRICAL CABLES TO ENSURE THEY ARE DE-ENERGIZED PRIOR TO WORKING ON THE ITEM.

6.0 QUALITY ASSURANCE REQUIREMENTS:

6.1 Accomplish a walk through with the MSCREP and Ships Force to ensure ladders removed are correct as identified in 3.1.

6.2 Welder, whether contractor or subcontractor provided, shall hold qualification documentation from American Bureau of Shipping (ABS), and United States Coast Guard (USCG) for the material to be welded. Welding procedures shall be approved by the ABS Surveyor for the particular applications.

6.3 Materials and workmanship shall be subject to inspection and approval of the MSCREP at all times.

6.4 The requirements of this work item shall be accomplished in accordance with References 2.1.3 and Enclosures 1 and 2.

7.0 STATEMENT OF WORK REQUIRED:

7.1 Arrangements/Outfitting:

7.1.1 Provide labor and materials necessary to complete work items in the Work Package. Rig and unrig, connect and disconnect, stage and unstage, and remove, replace, and relocate any interference necessary to accomplish work. Unless specifically identified as GFE/GFM, equipment, materials, and labor shall be Contractor furnished.

7.1.2 Mechanically disconnect, and convey from vessel four (4) exterior ladders and convey to shop.

7.1.3 Install temporary wooden boundaries and sufficient fall protection IWO removed exterior ladders; remove prior to installation of ladders upon completion of all repairs.

7.2 Structural:

7.2.1 Accomplish the requirements of SSPC SP-11 for all ladders removed.

a. Submit condition report with recommendations to renew ladder treads, handrails, and angle iron that is found deteriorated beyond use.

7.2.1.a.1. For estimating purposes, 21 ladder treads, and 10 linear feet of handrail will need to be replaced.

b. Any additional repairs greater or less shall be the subject of a change order.

7.2.2 Accomplish a structural repair inspection with the MSCREP and Ships Force prior to painting renewed ladders.

7.2.3 Paint all new and disturbed surfaces to match surrounding surfaces using GTR No. 7 and Reference 2.1.4 as guidance.

7.2.4 Transport, convey and rig back aboard the vessel and reinstall using new stainless steel hardware.

7.3 Mechanical/Fluids: None Additional.

7.4 Electrical: None Additional.

7.5 Electronics: None Additional.

7.6 Preparation of Drawings: None Additional.

7.7 Inspection/Test:

7.7.1 Perform inspection for all fit up, welding, and non-destructive testing (NDT) of new structural installations. Inspection shall be approved and to the satisfaction of the MSCREP and ABS surveyor.

7.7.2 Accomplish an inspection of all installations and affected areas with the MSCREP.

7.7.3 Weight Test:

a. Prior to painting, conduct a load test of any modified handrail to the satisfaction of the MSCREP and ABS Surveyor.

7.7.4 Closeout Inspection:

a. After the completion of all work, inspect all ladders for cleanliness and completion.

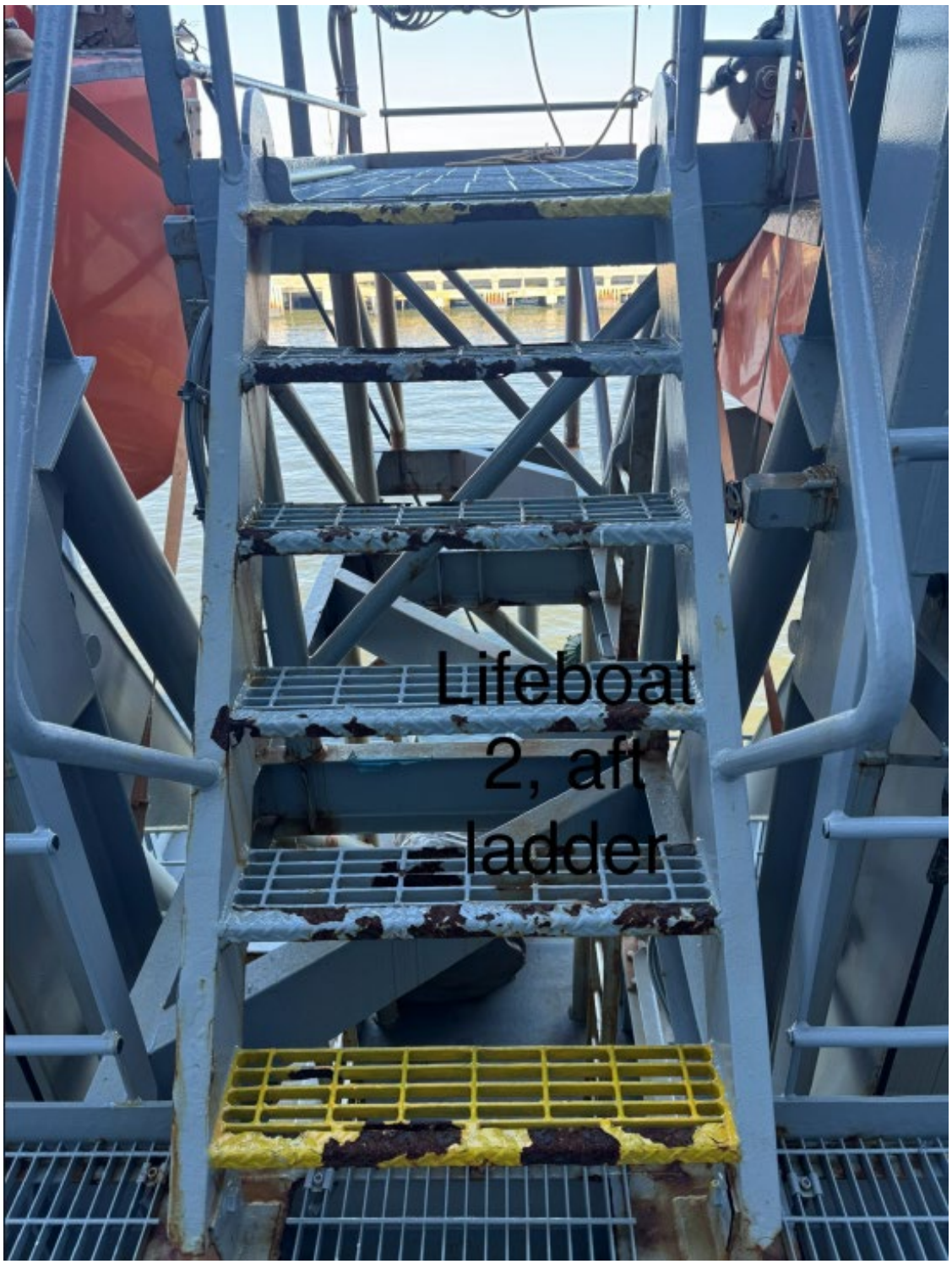
7.8 Painting: Paint all new and disturbed surfaces to match surrounding surfaces using GTR No. 7 and Reference 2.1.4 as guidance.

7.9 Markings: None.

7.10 Manufacturer’s Representative: None.

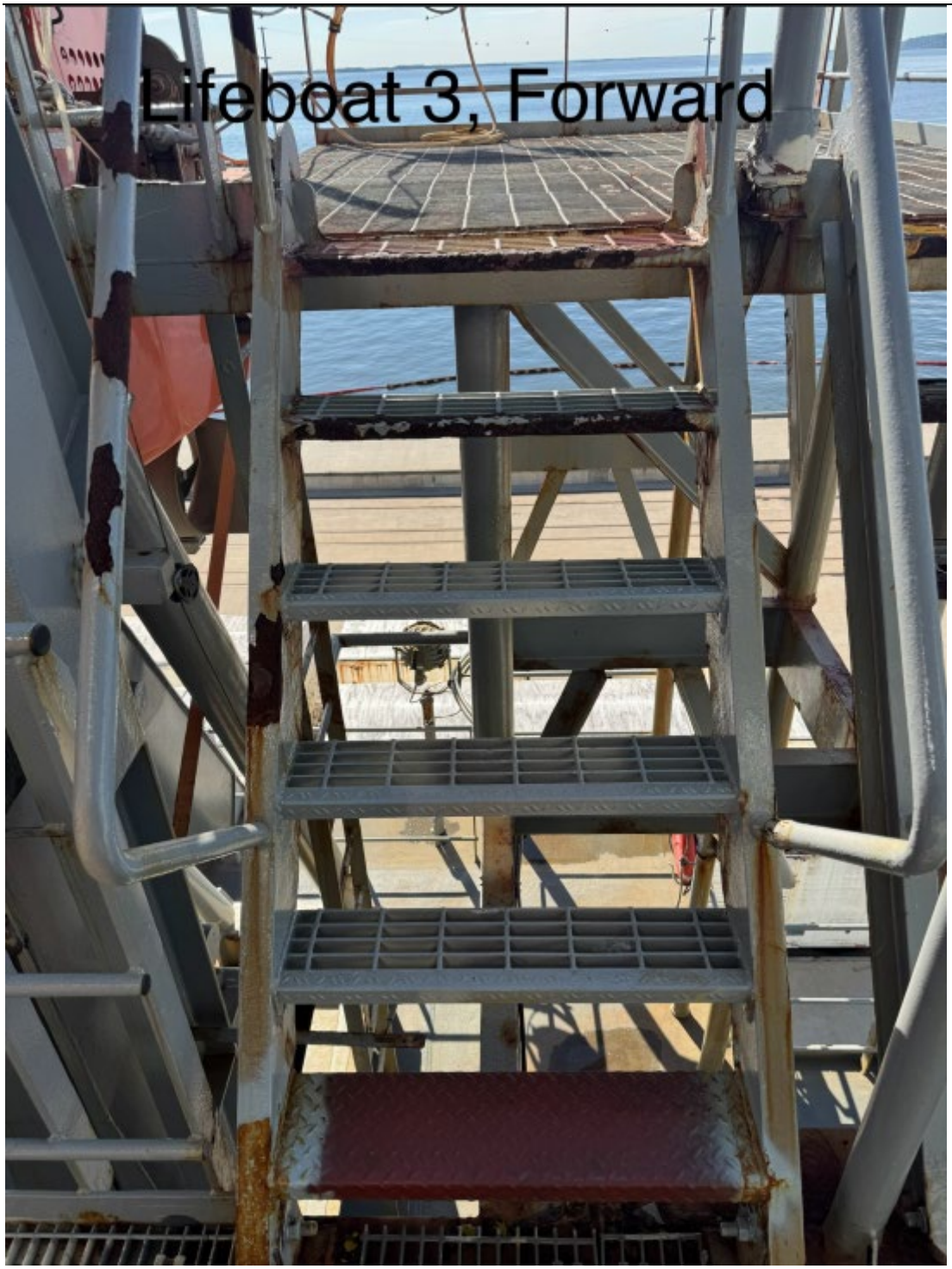
8.0 GENERAL REQUIREMENTS: None Additional.

9.0 ENCLOSURE



Lifeboat 2, Forward

Lifeboat 3, Aft


Lifeboat 3, Forward

1.0 ABSTRACT:

1.1 This work item describes the requirements to repair the solenoid on the starboard RHIB davit onboard USNS Medgar Evers (T-AKE 13).

2.0 REFERENCES/ENCLOSURES:

2.1 References:

2.1.1 Technical Manual T9583-A8-MMC-010, Boat Rescue With Davit and Winches

2.2 Enclosures: None.

3.0 ITEM LOCATION/QUANTITY/DESCRIPTION:

3.1 01 Level, Frame 47, Starboard

3.2 One (1) No. 1 RHIB Davit

3.2.1 Global Davit GmbH, System Rhs.37/4.5

4.0 GOVERNMENT FURNISHED EQUIPMENT/MATERIALS/SERVICES:

4.1 Government Furnished Equipment: None.

4.2 Government Furnished Materials: None.

4.3 Government Furnished Services: None.

5.0 NOTES: None

6.0 QUALITY ASSURANCE REQUIREMENTS:

6.1 All Inspections, Adjustments, and Servicing shall completed to the satisfaction of Port Engineer, Chief Engineer, Master and Chief Mate.

7.0 STATEMENT OF WORK:

7.1.1 Provide the services of the Original Equipment Manufacturer (OEM) representatives identified in paragraph 3.0.

7.1.2 The OEM Reps shall be familiar with the T-AKE Class and installed equipment onboard the vessels listed in Paragraph 3.0

7.2 RHIB No. 1

7.2.1 Replace left slew solenoid valve (P/N: 2-1249-19; NIIN: TT0013437).

7.2.2 The davit should undergo full operational test upon solenoid replacement.

7.3 The OEM Tech Rep shall:

7.3.1 Provide the equipments and tools to perform all work. All instruments/tools that require calibration shall have current calibration labels when used in performing any work.

7.3.2 Perform inspections and clear the discrepancies on the ship’s one (1) RHIB Boat Davit.

7.3.3 Any repairs identified outside of the scope of work and/or not listed within this Statement of Work shall be submitted to the Port Engineer via Condition Report for resolution and direction.

7.3.4 Upon completion of all required repair work, submit a final report, in electronic adobe format, of completed check lists, of conditions found, discrepancies corrected, and recommendations for any process improvements noted during repairs.

7.3.4.1 Final report shall include the one (1) Fast Rescue Boat Davit inspection/ repairs. Any additional repairs shall also be included. Submit report to the Port Engineer, Chief Engineer and Chief Mate.

7.3.4.2 Final Report required within five (5) business days after completion of work.

8.0 GENERAL REQUIREMENTS: None Additional.