

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE	PAGE OF PAGES	
2. AMENDMENT/MODIFICATION NO. 0002			09-May-2002	4. REQUISITION/PURCHASE REQ. NO. W81LJ8-2023-8094	5. PROJECT NO. (If applicable)
6. ISSUED BY USAED, WILMINGTON-(910)251-4116 ATTN: JOHN B. ROBERTS, II 69 DARLINGTON AVE(28403) PO BOX 1890 WILMINGTON NC 28402-1890		CODE K7P0000	7. ADMINISTERED BY (If other than item 6) CODE See Item 6		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)			X	9A. AMENDMENT OF SOLICITATION NO. DACW54-02-B-0007	
			X	9B. DATED (SEE ITEM 11) 24-Apr-2002	
				10A. MOD. OF CONTRACT/ORDER NO.	
				10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE		11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS		
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Solicitation DACW54-02-B-0007, for Shipyard Maintenance and Repairs to the Army Corps of Engineer Snagboat "Snell" is changed in accordance with the attached "Description of Amendment". [See attached pages - page 2 of 2; Section 01100 page 31; page D-27; and page D-28.]					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED	16B. UNITED STATES OF AMERICA		16C. DATE SIGNED
_____ (Signature of person authorized to sign)			BY _____ (Signature of Contracting Officer)		09-May-2002

EXCEPTION TO SF 30
APPROVED BY OIRM 11-84

30-105-04

STANDARD FORM 30 (Rev. 10-83)
Prescribed by GSA
FAR (48 CFR) 53.243

14. DESCRIPTION OF AMENDMENT -- Cont'd

a. SECTION 01100: Delete existing Page 31 in its entirety and substitute enclosed revised page.

b. APPENDIX D: Delete existing Page 27 and Page 28 in their entirety and substitute enclosed revised pages.

NOTE:

Text that is added or revised by this amendment is replaced in its entirety and/or underlined, italic, and printed in bold.

The text changes may have necessitated reformatting of subsequent text or pages. If this is the case, those pages have also been issued as amended pages but are not underlined with bold text.

c. DRAWINGS:

ADD Drawing No. - DM-H200-169 in its entirety.

Encls
As stated

SS-H200-43	MAIN DECK HATCH DETAILS
SS-H200-44	SQUARE SPUD DETAILS, FWD. & AFT.
SS-M900-3	STERN BOAT DAVIT DETAILS
<u>DM-H200-169</u>	<u>MERRITT GRIDCOOLER RECESS</u>

1.38 RATES OF WAGES

This Solicitation will be exempt from the requirements of the Davis-Bacon Act, pursuant to EP 1180-1-1, paragraph 3-11 "Shipbuilding, Alteration and Repair."

electrical wiring from the power pack back to the main panel. The Contractor shall remove a portion of the transom rubrail, and cap off ends with 3/8" A-36 steel plate, to make room for the new spud well. Degassing the rubrail shall be covered under bid item #0031, INSTALL NEW STAINLESS STEEL RUBRAIL CHAFFING STRIPS.

The Contractor shall fabricate a new square after spud well and weld it to the vessel's transom. The new well shall be installed on the center line at the transom. The interior of the new square well shall be lined with cast nylon #6 natural rub strakes and have a strake keeper at the bottom and removable keepers at the top. The cast nylon, #6 natural, strake material can be purchased from Unite States Plastic Corp, att: Mr. Earl Gaskill 1-800-537-9724 #218, or other vender. A second set of nylon rub strakes shall be furnished to the Government as a back up set for repairs. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud well details

The Contractor shall fabricate and install a new spud winch assembly, on the main deck, aft at the transom. The Contractor shall us a new air winch from Ingersoll-Rand Model #FA2B-MMX1PZ, or equal, with 4000lb line pull, manual drum brake, lever winch mounted controls, sandblast Carbo Zinc primer with marine 812 topcoat in yellow, drum sized for 5/8 steel cable, auto-matic disc brake, and drum guard. The winch can be purchased from Ingersoll-Rand rep. Mr. Bob Howard (770) 321-4980 or (770) 392-8387. The Contractor shall run piping for the winch and tie into the vessel's 350 psi air system located in the auxilliary machinery space forward of the main engine room. The air piping shall be of the type and size per the winch manufacture recommendations for pressure and length of run. The spud well mounted spud cable sheave shall be a roll forged sheave, with bronze bushing, sized for 2 3/4" shaft, 14" O.D. with a 12 1/4" tread for 5/8" steel cable. The cable and sheave shall have an expanded metal guard over them. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud winch assembly.

The Contractor shall fabricate and install a new, after located, 12" square x 40' long spud. The spud shall have a spud cable sheave located approximately 6' from its bottom. The sheave shall be a roll forged sheave, with bronze bushing, sized for 2 3/4" shaft, 14" O.D. with a 12 1/4" tread for 5/8" steel cable. The spud shall be installed in the after transom mounted well, with the spud cable running from the air winch over the well mounted sheave, down through the spud sheave, and up to the cable end anchor on the top of the well. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud details.

Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for spud assembly installation method and layout. The Corps drawing is meant as a guide and some variations may be allowed as long as the basic design, function, and overall size remains the same. The Contractor shall furnish the COR with a detailed drawing of the Contractor's intended after spud installation, for approval by the COR (check point), before the work on the new square spud is started.

After the aft. spud installation has been completed, and all sheaves, sheave shafts, and cable properly lubricated, an operational test of the spud shall be performed in the presence of the COR (check point). The spud must be capable of, safety pining in the up position, removing the pin and lowering the spud (by winch and free fall), raising the spud up to clear the hull bottom and replacing the safety pin.

Two copies and a reproducible copy, or a CD in DXF AutoCad file format, version 14 or less, of an as built detailed drawing of the completed spud installation, shall be furnished to the COR before the Government takes delivery of the vessel.

All new and disturbed surfaces shall be mechanically cleaned to bare metal and painted in existing colors in accordance with the Paint Schedule.

Lump sum bid price for this work item.

0030 FABRICATE AND INSTALL NEW SPUD ARRANGEMENT FORWARD.

The Contractor shall remove the round forward spud and spud well from the vessel and replace it with a new square spud, spud well, and winch assembly.

The Contractor shall remove the current forward round spud from the vessel and place it on a Government furnished truck for shipment back to Wilmington, North Carolina.

The Contractor shall remove the forward spud well by cutting it from the vessel. The Contractor shall fabricate and a new square spud well and weld it into the vessel in the same location as the old round well. The spud well shall be installed with the starboard well side against the chain locker bulkhead and the aft side against the forward side of water tight bulkhead #1. The interior of the new square well shall be lined with cast nylon #6 natural rub strakes and have a strake keeper at the bottom and removable keepers at the top. The cast nylon, #6 natural, strake material can be purchased from Unite States Plastic Corp. att: Mr. Earl Gaskill 1-800-537-9724 #218, or other vender. A second set of nylon rub strakes shall be furnished to the Government as a back up set for repairs. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud well details

The Contractor shall fabricate and install a new spud winch assembly using an air winch from Ingersoll-Rand Model #FA2B-MMX1PZ, or equal, with 4000lb line pull, manual drum brake, lever winch mounted controls, sandblast Carbo Zinc primer with marine 812 topcoat in yellow, drum sized for 5/8 steel cable, auto-matic disc brake, and drum guard. The winch can be purchased from Ingersoll-Rand rep. Mr. Bob Howard (770) 321-4980 or (770) 392-8387. The Contractor shall run piping for the winch and tie into the vessel's 350 psi air system located in the auxiliary machinery space forward of the main engine room. The air piping shall be of the type and size per the winch manufacture recommendations for pressure and length of run. The deck mounted spud cable sheave shall be a roll forged sheave, with bronze bushing, sized for 2 3/4" shaft, 14" O.D. with a 12 1/4" tread for 5/8" steel cable. The cable and sheave shall have a expanded metal guard over them. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud winch assembly.

The Contractor shall fabricate and install a new, forward located, 12" square x 40' long spud. The spud shall have a spud cable sheave located approximately 6' from its bottom. The sheave shall be a roll forged sheave, with bronze bushing, sized for 2 3/4" shaft, 14" O.D. with a 12 1/4" tread for 5/8" steel cable. The spud shall be installed in the forward well, with the spud cable running from the air winch over the main deck mounted sheave, down through the spud sheave, and up to the cable end anchor on the main deck. Refer to U.S. Army Corps of Engineers drawing SS-H200-44 (SQUARE SPUD DETAILS FWD. & AFT.) for the spud details.