



Attachment B – Scope of Work

RFx No.: 3000023235

Title: *Mandatory-Site Visit* Vessel Repairs - LDWF

GENERAL DESCRIPTION ON SCOPE OF REPAIRS:

The subject vessels hull plating below the waterline found with wholesale pitting and corrosion. The general scope of repairs is to re-plate four sections of the hull below the water as described below. Weld repair or re-plate areas on the deck at hardware installation as described below. Re-plate area on the port hull at the location of the transducer. Weld repair specific areas labeled on the hull bottom. All other areas of the hull plating below the waterline both port and starboard hulls not being re-plated, the pitting is to be filled and faired with a marine grade epoxy style filler compound as specified below. Upon completion of the filling and fairing of the filler compound, the hull areas below the water line are to be prepared for over coating with an epoxy barrier coat and then application of anti-fouling paint. Currently the hull bottoms have been sandblasted down to bare metal.

SITE VISIT:

- A pre-bid site visit is required for this bid.
- To set up a site visit please contact Brian Hardcastle, at 985-787-2163 or BHardcastle@wlf.la.gov.
- Vessel is currently located at Seabrook Marine:
 - * Address:
 - Seabrook Harbor and Marine
 - 5801 France Rd.
 - New Orleans, LA 70126
 - * Seabrook Harbor and Marine Repair Yard Hours: Monday - Thursday: 7:00am - 4:00pm

VENDOR LOCATION:

- LDWF Vessel Operators will deliver and pick up vessel within 50 miles of LDWF Office located at 195 Ludwig Annex Grand Isle La, 70358. If awarded vendor is located outside of that 50 mile radius, awarded vendor will be responsible for pick-up and delivery.

MARINE OPERATORS:

- Louisiana Wildlife and Fisheries Marine Operators will be on site while repairs are being made.

WELDING & PLATE REPLACEMENT REPAIRS:

- Four areas marked out on the port hull and starboard hull areas to be re-plated as original. Crop back original plating to structural members. Reform and weld new plating in place conforming to standard welding procedures.
- This repair estimate is to include disassembly and reassembly of interior cabinetry, bulkheads and joinery work in the two forward stateroom areas to provide access to the interior hull structures so that welding can be completed to these interior hull structures.



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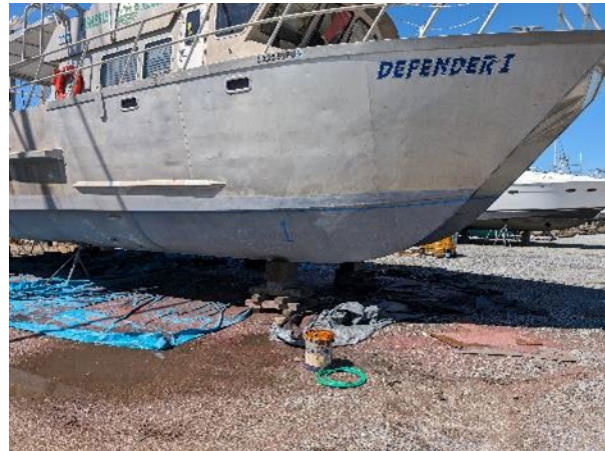
- Areas shown in the photographs marked 1 through 4:

* Area 1: Starboard hull re-plating approximately 18-ft. section from bow stem aft and from chine down to keel.

* Area 2: Starboard hull re-plating from weld joint along chine from bow stem aft and down to the keel following features in the hull as shown in the photograph.

* Area 3: Port hull re-plating from weld joint along chine from bow stem aft and down to the keel following the features in the hull as shown in the photographs.

* Area 4: Port hull re-plating approximately 17.5-ft. section from the bow stem aft and from chine down to the keel and shown in the photographs.





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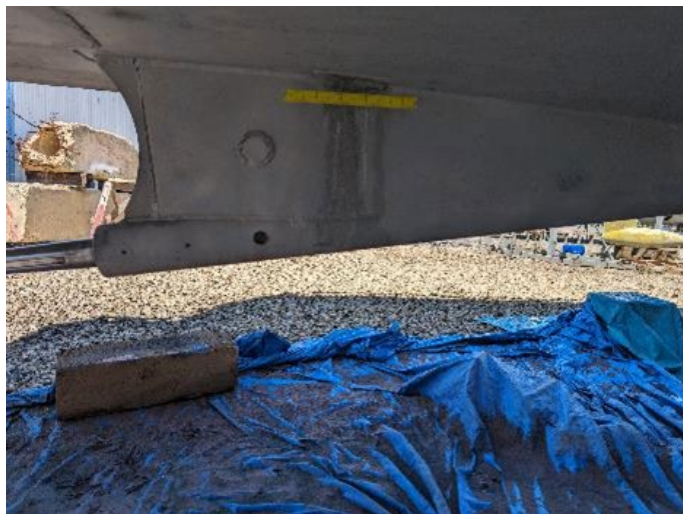
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- Remove the depth transducer from the port hull mid-ship area. Crop out hull plating surrounding the penetration for the transducer approximately 2-ft. x 1-ft. area is marked in photographs. Re-plate as original. Reinstall transducer and test operation.



- Port side hull where shaft Skeg is attached to the hull is an area previously repaired. Grind off previous weld repair and the well as needed. Possible re-plating or doubler plate may need to be installed to complete this repair properly.





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- On the fore deck is a 36" x 36" raised mounting platform triangular shape. Areas of stress cracking in the hull plating surrounding this structure. Deck plating is to be cut out outside of the stress cracks and then the deck re-plated without the mounting plate. On completion non-skid compound to be reapplied to the deck on the new plating.



- Starboard side fore deck is a 15" aluminum mooring cleat. Cleat is welded to a doubler plate which is then welded to the deck. There is stress cracking around the perimeter of the doubler plate on the deck plating. Deck plating outside of the stress cracks to be cropped out and then re-plated as original. Original cleat to be re-welded in place as original.



- All welding is to follow normal procedures for proper surface preparation and adequate weld penetration. All plating butt joints to be properly beveled and fully welded, and all welding to internal structures to be alternating stitch welding. All welding to be inspected by LDWF personnel prior to enclosing access and over-coating with paint.



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SCANTLING & MATERIAL REQUIREMENTS FOR WELD & PLATING REPAIRS:

- Hull plating below the waterline ¼” 5083 aluminum alloy.
- Deck plating on fore deck 3/16” 5083 aluminum alloy.

HULL PLATING BELOW THE WATER LINE FILLER REPAIRS:

- Areas of the hull bottom both port and starboard hulls where pitting has occurred is to be filled and faired with a cold curing 100% solids epoxy compound, reinforced with a metal alloy. Filler compound is to have 0% shrink rate during curing. (Belzona 1211 or Equal).
- Filling is to be at the site of the pitting only and with no excessive buildup of product on the unpitted aluminum surfaces.
- Applied product is to be ABS approved and with an ABS PDA certificate in date at the time of the application.
- Application product is to be sourced locally in the State of Louisiana and have local application technical service available during the application of the product.
- Application of epoxy filling compound to be monitored by certified applicators.
- Applier to provide adequate documentation showing product data and application methods and compatibility to the subject vessel hull plating material.
- Application is to comply with the manufacturer’s recommendations for surface preparation and direct application of the filler material. (Belzona publication SOS – 1 or Equal).

HULL PLATING BARRIER COAT & ANTI-FOULING PAINT APPLICATION:

- Upon completion of the filling and fairing process, the hulls surface from the marked line above the waterline down are to be prepped in accordance with the filling compound products recommendations for the over-coating layers of epoxy primer / barrier coat, and anti-fouling paint.
- Wet area of the hull bottom both port and starboard hulls from the marked line above the water line are to be overcoated with combination primer and epoxy barrier coat. (Interlix Interprotect 2000E – GRAY or Equal).
- Epoxy undercoating to contain Microplates to enhance water barrier capabilities.
- Application is to comply with the manufacturer’s recommendations for surface preparation and direct application of product. Application to comply with manufacturer’s recommendation of required wet MIL thickness or coats to provide barrier protection to aluminum plating (Imterlix Publication 3867).
- Product preparation is to use only manufacturer’s compatible solvents and pre application products.
- Product information and application documentation to be provided in the bid prior to application for approval by LDWF personnel.
- Upon completion of barrier coating of the hulls, the barrier coating is to be prepared to manufacturers’ recommendation for over-coating with antifouling paint.
- The antifouling paint is to be aluminum alloy application compatible. (Interlux 33 anti-fouling paint or Equal).
- Antifouling paint is to have Slow-Polishing attributes, and be compatible with epoxy barrier coating applied and epoxy filler compound applied.
- Two coating of antifouling paint to be applied to manufacturer’s recommended wet MIL thickness. First inner coat to be BLACK and the outer coating to be BLUE. The difference in color is to be used as a signal coat for recoating.