

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE J	PAGE OF PAGES 1 6
2. AMENDMENT/MODIFICATION NO. 0003		3. EFFECTIVE DATE 04-Aug-2004	4. REQUISITION/PURCHASE REQ. NO. W25PHS-4156-9731	
6. ISSUED BY CODE W912BU US ARMY ENGINEER DISTRICT, PHILADELPHIA CONTRACTING DIVISION WANAMAKER BUILDING 100 PENN SQUARE EAS PHILADELPHIA PA 19107-3390		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)			<input checked="" type="checkbox"/> 9A. AMENDMENT OF SOLICITATION NO. W912BU-04-R-0025	
			<input checked="" type="checkbox"/> 9B. DATED (SEE ITEM 11) 15-Jul-2004	
			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 <u> 3 </u> 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.) This amendment will replace pages C-6, C-29, C-30, and C-42 of the solicitation with the attached replacement pages. In addition, FAR Clause 52.228-2 is added to Section I.				
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)	
			TEL: _____ EMAIL: _____	
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)		05-Aug-2004

C004 CLASSING AND CERTIFICATION

The Contractor shall be responsible for preparing necessary drawings and calculations, obtaining necessary regulatory body reviews and approvals, obtaining necessary inspections and surveys during construction and for the certification and classing of the vessel as follows:

- ABS Classification “Maltese Cross, A-1, BARGE, River Service”, with “Reinforcement B” notation.

The Contractor shall bear all expenses associated with the acquisition of the required classing and certifications. The recommended ABS point of contact is Mr. Glenn Ashe, who can be reached by phone, or mail, at: (703) 519-0801, Gashe@eagle.org, or 1421 Prince Street, Suite 100, Alexandria, VA 22314.

If the Contractor intends to launch, test, operate, or tow the barges “out of class,” the Contractor must specifically advise ABS of such intent and incorporate any and all modifications required by that agency for such operation at no additional cost to the Government and with no additional contract time. Any such modification which, in the opinion of the COR, affects the arrangements, operability or suitability of the barges shall be removed from the barges by the Contractor at no additional cost or time and the barges returned to new condition prior to Final Acceptance.

Note that this contract requires structural analysis above the minimum requirements of ABS. See Contract Clause C160 and C305.

The Contractor shall obtain an ABS Statement of Fact Letter, documenting that the vessel longitudinal strength meets the requirements set forth in Clause C160(B).

The Contractor shall obtain an ABS Statement of Fact that the vessel deck, together with above deck fittings and structure, as well as under deck structure, meets the requirements and criteria set forth in Clauses ~~C300(D)-C300(H)~~ C305(D)-C305(H). ABS Statements of Fact shall also be provided for the following items:

- Towknee structure (per requirements and criteria defined in Clause C410(D))
- kevel and bitt foundations (per requirements and criteria defined in Clauses C420(C) -C420(E))
- deck tie-downs (per requirements and criteria defined in Clause C420(F))
- storeroom floor framing (per requirements and criteria defined in Clause C425)

The deck and supporting hull structure shall be designed to withstand application of the above loads on any three of the four tie-downs in one tie-down group. The Contractor shall select the combination of the three tie-downs for each group that generate the maximum stresses in the deck and supporting hull structure.

For offering purposes, the deck tie-down loads shall be assumed to be applied at the top of the deck tie-down, as shown on the Reference Drawing.

The deck and supporting hull structure shall be designed by basic principles methods, to withstand simultaneous application of all of the above loads, which can occur on either side of each gate. The supporting structure shall be designed using minimum safety factors as defined in the AISC ASD Manual, referenced in Contract Clause C003, in addition to the requirements of the ABS River Rules.

Vessel structure welds in way of the deck tie-downs shall be designed by basic principles methods, to withstand the applied gate lashing assembly loads. Welds shall be based upon the larger of the weld sizes designed in accordance with the criteria defined [in the](#) AISC ASD Manual and the machinery foundation requirements of the ABS River Rules, referenced in Contract Clause C003.

Contractor shall obtain ABS approval for the tie-down system and under deck structural interface, in association with the loads delineated above.

The minimum plate thickness for the barge corners shall be 5/8 inch.

F. GATE PAD STRUCTURE ABOVE MAIN DECK

The gate pad structure above the main deck shall be arranged and located as shown on the Contract Drawing. Each gate pad consists of four beams, constructed from structural tee sections. Details of the existing above deck gate pad structure are shown on the Contract Drawing.

The gate pads shall be designed so that a level blocking surface parallel to vessel baseline, is provided at the top of all gate pad beams, based upon a tee section height of 6 inches at the inboard beams. In order to account for the effects of deck camber, the heights of the remaining outboard beams for each gate pad shall be increased beyond 6 inches as necessary, to achieve the level surface. The ends of each gate pad shall be tapered over a length of 12 inches, to avoid a tripping hazard. The webs of all gate pad beams shall be chocked, at a spacing not to exceed 24 inches. Under deck bracketing shall be provided and aligned at each web chock. Each midship gate pad shall be provided with a continuous plate of 1/4-inch thickness, between the tee section flanges, to form work areas and keep debris out of the spaces between the gate pad beams.

The Contractor shall design the structural tee sections to withstand the worst-case gate block loads defined in C305(D), such that the load may be placed anywhere along the length of any group of gate pad beams. Gate pad beams shall be designed in accordance with the requirements of the AISC ASD Manual referenced in Contract Clause C003, in addition to any applicable requirements of the ABS River Rules. Provision of transverse structural tee sections for the midship gate pads shall be considered, due to the length of the midship gate pad beams.

Welds for connection of the gate pad structure above deck, shall be designed by basic principles methods, to withstand the applied gate loads. Welds shall be based upon the larger of the weld sizes designed in accordance with the criteria defined [in the](#) AISC ASD Manual and the machinery foundation requirements of the ABS River Rules, referenced in Contract Clause C003.

The Contractor shall not design the ¼-inch continuous plate on the midship gate pads to withstand the gate block loads, since the structural tee sections will be designed to withstand this loading.

A. GATE BLOCKS

Gate blocks will be provided by the Government. Gate blocks are constructed from timber and are placed to form a 48"x48" footprint. Typical blocking operations involve the placement of one layer of timber, approximately 8 inches in height, directly over all gate pads, except those at midship. A maximum of four layers (minimum is two layers) of 12"x12" is placed on top of the continuous plate.

The Contractor shall provide three 46"x46" timber pads, for each gate pad supporting stowed gate units. Each pad shall consist of one layer of 6"x6" wolmanized fir timber.

B. COMPANIONWAY

The Contractor shall determine the location of the companionways, necessary to provide direct access into the storeroom(s). See the Reference Drawing for design and construction guidance.

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D. HATCHES

The Contractor shall provide and install a raised watertight access hatch, 50"x60", in the main deck over the storeroom. The long dimension of the hatch shall be aligned in the vessel longitudinal direction, for better distribution of hull girder bending stresses. The hatch shall be fitted with a recessed lifting eye, for installation/removal by crane.

E. MANHOLES

The Contractor shall locate the manholes so that two means of egress are provided for each hold space.

Manholes shall be flush, watertight, 18-inch diameter, single bolt manholes, shall be furnished and installed in the barges, located as indicated on the Contract Drawing. Manholes shall be similar to NABRICO DF-430-18D. All manhole covers shall be fitted with chain or cable retaining devices on the underdeck side.

The Contractor shall provide a single "T-Handle" wrench for the vessel.

C420 DECK FITTINGS

A. CONTRACT DRAWING

617-A215-01, General Arrangements

A-C. REFERENCE DRAWINGS (Design and Construction Guidance)

Drawing 398-H200-B001, Main Deck & Bottom Plating

Drawing 398-H320-B002, Mooring Arrangement

Drawing F-LG 81/5, Rigging and Pad Eyes

C. GENERAL

The Contractor shall provide and install the deck fittings as shown on the Contract Drawing. The Contractor shall prepare design calculations for the foundation structures necessary to support all deck fittings, subject to the loading ~~specified in U.S. NAVY Design Manual NAVFAC DM 25.1, "Piers and Wharves" (to be replaced later this year by MILHDBK 1025-1, "Piers and Wharves")~~ based upon the breaking strength of 1-inch diameter, 6x19 XIPS, IWRC wire rope, except for the deck tie-downs.

SECTION I - CONTRACT CLAUSES

The following have been added by full text:

52.228-2 ADDITIONAL BOND SECURITY (OCT 1997)

The Contractor shall promptly furnish additional security required to protect the Government and persons supplying labor or materials under this contract if--

- (a) Any surety upon any bond, or issuing financial institution for other security, furnished with this contract becomes unacceptable to the Government.
- (b) Any surety fails to furnish reports on its financial condition as required by the Government;
- (c) The contract price is increased so that the penal sum of any bond becomes inadequate in the opinion of the Contracting Officer; or
- (d) An irrevocable letter of credit (ILC) used as security will expire before the end of the period of required security. If the Contractor does not furnish an acceptable extension or replacement ILC, or other acceptable substitute, at least 30 days before an ILC's scheduled expiration, the Contracting officer has the right to immediately draw on the ILC.

(End of clause)

(End of Summary of Changes)