

GENERAL INFORMATION:

- (1) Manufacturer: Clyde Iron Works, Inc.
- (2) Year: 1941
- (3) Diesel Engine: Cummins, NT855 Big Cam
- (4) Rail Gage: 20'
- (5) Height: 62'
- (6) Weight: 169T
- (7) Length: 45'
- (8) Width: 24'
- (9) Capacity: 22 Tons

2. Responsibilities

- a. The Recipient shall be responsible for the following:

- (1) Barges. Depending upon the proposed load out plan, the barges shall be equipped to receive the cranes via end loading on rails from the pier, or transferred via floating crane onto the barge. Any necessary permits for the barge shipments will be the responsibility of the Recipient. The Recipient will comply with Department of Transportation/US Coast Guard guidelines for the safe loading and transport of the barges. The cranes will be secured firmly to the barge structure, using Recipient-provided tie-downs.

- (2) Load-Out Plan. The Recipient shall submit a detailed load-out plan defining their process. The plan must include calculations, which demonstrate that allowable pier loading will not be exceeded, and that the pier structure will not be damaged during the load out process. These calculations shall be prepared and stamped by a licensed professional engineer and submitted to PSNS/IMF for review.

- i. Safety Plan. The Recipient shall provide a safety plan assuring the cranes, personnel, equipment and the pier will safe guarded against injury or damage.

- ii. Cranes. If any cranes are to be used to remove these cranes, they must meet the requirements of the Corporate Lifting and Handling Manual, a copy of which is available on request from DRMO Lewis. Recipient shall submit with their proposal a detailed lift plan. All crane lifts shall be evaluated by a Shipyard Rigging Engineer. The Recipient shall provide a crane lift arrangement showing the pick up points and rigging gear for complex lifts and critical lifts. See Corporate Lifting and Handling Manual for the definitions.

- iii. The allowable stress in tension and bending to be used in the design of the lift gear, lift arrangement and the attachment points on the cranes shall be the yield strength of the material in question divided by three.

The allowable shear stress of the material in question shall be 57.7% of the above allowable stress in tension and bending.

(3) Insurance. The Recipient must present a current certificate of insurance prior to the commencement of any work at PSNS/IMF. The Recipient releases PSNS and the U.S. Navy once they assume custody of the cranes on the pier, from any liability.

(4) Recipient Personnel. All Recipients must be U. S. citizens or have an agent who is a U.S. citizen and has the authorization to bind the company. The Recipient shall pre-arrange Shipyard access by completing and submitting a Special Access Determination (SAD) Employment Information Form to verify citizenship. For badging and access to the Shipyard's Controlled Industrial Area (CIA), each employee must provide proof of U.S. citizenship, typically a birth certificate with seal of authentication or a U.S. Passport.

(5) Hazardous Materials. The cranes contain lead paint and lubricants, and may contain asbestos in the brake linings. The Recipient is requested not to disturb any of these materials in the removal of the cranes. In the event that paint surfaces are disturbed in conjunction with loading operations, the recipient must conform to governing OSHA regulations for lead exposure, including references (c) and (d). Any paint debris must be treated as hazardous waste, and collected and handled properly. This activity must be coordinated in advance with the Government Representative.

If any burning or welding is required, notify the Shipyard point of contact for a "Hot Work" permit prior to starting any welding or cutting. The Recipient must obtain advance PSNS approval for the use or handling of any products or materials that are not included in the PSNS Authorized Use List, reference (b), and must provide the associated Material Safety Data Sheet (MSDS).

(6) Safety. The recipient's personnel shall wear all standard safety protection gear required to perform the disposal, including safety harnesses, hardhats, and safety glasses.

In the event that any lead paint is to be mechanically removed, the Recipient must also provide protective equipment and special paint removal tooling with vacuum collection system.

The Recipient will be subject to PSNS safety regulations. Any accidents involving their employees will be reported immediately to PSNS/IMF Safety personnel. Recipient will fully cooperate with any investigations.

(7) Removal Deadline. The 2 cranes and all equipment shall be completely removed from PSNS within 30 days from the Paid-in-Full date. Requests for extensions must be in writing and include with the reason for the extension request.

b. PSNS will provide the following:

(1) Pier Space. PSNS will provide limited pier space to support barge loading, along with electrical utility services. PSNS will also provide details on the pier configurations, allowable stresses, and any special limitations or considerations such as load restrictions on certain areas of the pier surfaces. This information will be provided upon request.

The Recipient's proposed method of transferring the cranes to barges will determine the pier to be utilized. One of the candidate piers is capable of supporting end loading the cranes by rail, while the other one would be suitable for load-out of the cranes or crane subassemblies using the recipient's contracted floating crane.

(2) Shipyard Support. Shipyard support will be limited to a crane team to position the cranes at the load-out site, providing very limited shop support during the operations of the cranes, and engineering support as required to support disposal preparations, evaluation of lift plan, and rigging during loadout. Total man-hour support 256.

3. The PSNS point of contact for the crane disposals is Stacy Impey, who can be reached by telephone at (360) 476-4544.