

# **CCGS Harp LAY-UP and STORAGE Sept 2014 – April 2015**

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## **VESSEL CHARACTERISTICS**

### **SHIP PARTICULARS:**

Gross Registered Tonnage	179.2 Tonnes
Net Registered Tonnage	69.2 Tonnes
Displacement at design waterline	225 Tonnes
Length Overall	24.5 meters (80.4 Feet)
Length Between Perpendiculars	21.5 meters (70.5 Feet)
Breadth Moulded	7.5 meters (24.6 Feet)
Depth moulded at midships	3.4 meters (11.2 Feet)
Draft at design waterline	2.4 meters (7.9 Feet)
Frame spacing	0.5 meters (1.64 Feet)

## **REQUIREMENTS**

### **INTENT**

The intent of this specification is to describe the necessary work and services involved in carrying out a long-term lay-up for the ship. All work specified herein and services shall be carried out to the satisfaction of the Project Engineer, Small Vessels.

### **RESPONSIBLE INDIVIDUAL**

The individual responsible for the vessel during the lay-up period is Craig Barrett, Project Officer  
Ph. 772-2348 fax 772-3652 cell. 725-3027.

### **PERIOD OF LAY-UP**

- 1) The Contractor shall provide layup and storage for the vessel.
- 2) The vessel will arrive at contractor's facilities on Sept 10-2014 to be docked. Shore power services to be supplied and connected at this time.
- 3) The dates listed above may change due to operational requirements of the vessel.
- 4) Contractor shall supply the shore power cable from shore power connection on dock to shore power connection on aft deck of the vessel.

- 5) The ship's crew has 7 days to prepare and lay up ship. From Sept 10 2014 to Sept 17-2014
- 6) Ship will be handed over to contractor for layup and security at Sept 17 -2014 at 0800 hours.
- 7) Contractor shall provide layup and security of the ship from Sept 17 -2014 to April 1 -2015. Total days in storage is 196 days.
- 8) Contractor shall quote the cost per additional day for security and storage, or less time in storage which can be adjusted up or down by 1379 action.
- 9) The above mentioned dates are tentative and may change due to operational requirements.
- 10) Contractor shall supply all material, equipment and parts required to perform this work unless otherwise stated.
- 11) Contractor shall be responsible to dock the vessel and undock the vessel using a certified docking master or other qualified person approved by the owner's representative.
- 12) Contractor shall reference the docking plan from the Chief Engineer on board the vessel.
- 13) Contractor shall have an individual cost breakdown of the individual service.  
(Example Docking and undocking the ship.)
- 14) Contractor shall prepare the blocks and necessary shoring to maintain true alignment of the vessels hull and machinery throughout the dry docking layup period.
- 15) Contractor shall have support posts on the stern overhung section of the vessel and left in position until the ship is undocked.
- 16) The owner shall provide the contractor in writing of the desire to remove the vessel from storage.
- 17) Contractor shall dock the vessel so that all docking plugs, transducers, anodes and sea inlet grids are clear and accessible. If any hull fittings are covered, contractor shall be responsible for all labour and materials required to make the alternative arrangements to drain the tanks as required and or move blocks to gain access to the area of the specified work.
- 18) Contractor shall be responsible for the safe transfer of the ship from its pre docking berth or location onto its docking blocks. During docking radio contact is to be

maintained between the vessels Commanding Officer and the Contractors Docking officer. The contract is to include in its bid, tug and or pilotage services as required.

- 19) Prior to docking, all tanks on vessel to be sounded and contents recorded in Chief Engineer's log. Copy of the soundings to be signed by Commanding Officer, Chief Engineer and contractors Docking Master. Contractor shall receive a copy of the tank soundings.
- 20) Prior to commencing hydro blasting contractor shall protect all hull mounted equipment and openings.
- 21) Contractor shall water blast the hull within two hours after the vessel comes out of the water at a minimum pressure of 2000 pounds per square inch. (psi) to remove marine growth and allow for preliminary inspection.
- 22) Contractor shall remove the sea grid chests on the port and starboard side. Contractor shall water blast inside and the Chief Engineer to carry out an inspection. After cleaning and inspection is carried out contractor shall reinstall the sea grids and secure as per removal.
- 23) Contractor shall drain three water ballast tanks and one potable water tank by removing the docking plugs .Contractor shall get the docking plug drawing from the Chief Engineer on board the vessel. .After the tanks are drained contractor shall install the docking plug in each tank with new contractor supplied gasket and sealant. Chief Engineer to witness the installation of the docking plug.
- 24) Contractor shall not remove or transfer any contents of the vessel without first checking with the Chief Engineer.
- 25) Contractor shall supply one gangway to provide safe access to the vessel throughout the layup and storage period. Gangway is to have sufficient lighting and rigged with safety net.
- 26) Prior to flooding /undocking contractor shall re-check the security of the keel / blocks and docking plugs in the presence of the owners representative.
- 27) The condition of the vessel shall be the same as the condition at time of docking.
- 28) At undocking, all tanks to be refilled to obtain the same draft and trim as the time of docking and the conditions agreed by Contractors Docking Master, Commanding Officer and the Chief Engineer.

## **REMOVALS**

Contractor shall .quote on removing one thousand litres ( 1000 ) of oily water removal by vacuum truck from the bilges and waste oil tank.

Contractor shall quote on additional per 100 litres of waste oil/water to be removed by vacuum truck that can be adjusted up or down by 1379 action..

## **EXPOSURE AND PROTECTION OF EQUIPMENT**

The contractor shall ensure that the ship and equipment are protected from damage due to exposure, movement of materials, sand grit or shot blasting, airborne particles from sand, grit or shot blasting, welding grinding, burning, gouging, painting or airborne particles of paint.

## **LIGHTING AND VENTILATION**

The Contractor shall ensure that the area around the vessel is illuminated.

## **CLEANLINESS**

- a) The Contractor shall ensure that the area around the ship will be kept in a neat condition and parts, lumber, cradles etc shall not be stored in close proximity to the vessel.
- b) The area to be kept clear of stored items shall be an area that is 5 feet away from any vertical line dropped from the widest point of the ship, both Port and Stbd.; The furthest point Aft and the furthest point Fwd. on the vessel.

## **RESTRICTED ACCESS**

- a) The Contractor shall ensure that the vessel is stored in a secure fenced location.
- b) Access on board the vessel during the lay-up is strictly prohibited unless authorized by the Project Officer for the CCGS Harp.. This includes contractor personnel, Coast Guard and Department of Fisheries personnel and any other personnel.



## **STAGING**

- a) Contractor shall supply one gangway to provide safe access to the vessel throughout the layup and storage period. Gangway is to have sufficient lighting and rigged with safety net.

## **ELECTRICAL REQUIREMENTS**

- a) Contractor shall supply and connect shore power to the vessel upon arriving at dock.
- b) Contractor shall supply shore power cable from the shore power connection on the dock to the shore power connection box on the after deck on the vessel.
- c) The shore power cable from the vessel shall not be used.
- d) Contractor shall supply shore power 575 volts, 3 phase and 100 amps .
- e) Contractor shall quote on supplying 50,000 KWH of power and quote on additional per KWH that can be adjusted up or down by 1379 action.
- f) Contractor shall install a separate meter for the CCGS Harp during the layup /storage period.

## **SECURITY**

- a) Layup and storage of the vessel shall include contractor doing 24 hour a day and 7 days a week security on the vessel.
- b) In the event of an alarm goes off on board the vessel contractors personal will be available so they can go onboard to investigate. The types of alarms that are incorporated into the alarm system are fire detection, bilge alarm system temperature sensing, ect.
- c) Temperature readings are to be taken and recorded twice daily in the steering gear compartment, engine room, forward cabin area, and wheelhouse.
- d) Dry store room area and the wheelhouse. .A copy of the temperature readings are to be kept on board the vessel during the layup storage period.
- e) In the event the temperature goes down below 7 degree Celsius or above 40 degree Celsius contractor shall notify the vessels owner contact person..
- f) Contact Person.  
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- g) Contractor personal shall be familiarized with the vessel.