USCGC SPENCER (WMEC 905)

SPECIFICATION FOR DOCKSIDE REPAIRS

FY2022

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(Rev-0, 23 August 2021)

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REVISIONS RECORD

This page is used to record specification revisions, which may have occurred subsequent to a Revision 0 (Rev-0) package. Information listed is intended to provide contractors and field unit personnel a means to ensure all the current specification revision pages are present when reviewing or utilizing this specification package.

DATE	REV#	WORK ITEM#	CHANGES MADE

NOTE : All work item and paragraph numbers listed above for a given revision correspond to same numbers in the previous revision. This revised specification is self-contained with all of the above listed changes incorporated.

CONSOLIDATED LIST OF REFERENCES

The below-listed documents form a part of this specification to the extent specified herein. Approval/publication dates or revision dates/numbers are also identified, to ensure that same document versions are used at the time of specification writing and during contract execution.

All Coast Guard drawings, technical publications, and standard specifications will be provided to contractors by the Coast Guard at an appropriate time, or upon request, free of charge. Other Government documents may be accessed – free of charge – from links located on the SFLC website. Commercial sites provide access to their respective documents.

COAST GUARD DRAWINGS

Coast Guard Drawing 901 WMEC 314-005, Rev B, 28.5 VDC Hlcptr Start Rect Replacement Diagram

Coast Guard Drawing 901 WMEC 314-006, Rev D, 400Hz Hlcptr Svce Freqconv Installation Diagram

Coast Guard Drawing 901 WMEC 431-003, Rev G, Main IC Switchboard Arrangements, Elem Wrg Diag & Dets

Coast Guard Drawing 905 WMEC 136-003, Rev E, 01 Level PL & FR 101-182

Coast Guard Drawing 905 WMEC 171-001, Rev F, Main Mast

Coast Guard Drawing 905 WMEC 186-003, Rev -, 270 Ft B WMEC Talon Grid Foundation & Structural Mod 01 Level

Coast Guard Drawing 905 WMEC 494-001, Rev K, Meteorological System Block & Isometric W.D.

Coast Guard Drawing 905 WMEC 542-002, Rev H, JP-5 Sys - A&D

Coast Guard Drawing 905 WMEC 542-006, Rev A, JP-5 System Diagram

Coast Guard Drawing 905 WMEC 588-010, Rev D, Hangar Arr and Det

Coast Guard Drawing 905 WMEC 634-002, Rev -, 270 Ft B WMEC C & A, Pnt, Dk Cov & Insul Mod Talon Grid Instl

Coast Guard Drawing 905 WMEC 801-004, Rev F, General Arrangement 01 Level

Coast Guard Drawing FL-588-003, Rev -, Talon Grid, Supporting Skirt & Cover Fabrication & Instl

COAST GUARD PUBLICATIONS

Coast Guard Commandant Instruction (COMDTINST) M10360.3, Jun 2006, Coatings and Colors Manual

Coast Guard Technical Publication (TP) 3368, Jun 2020, Talon Helicopter Landing Grid - Type 18-22-01 Multiple Class Cutters

Coast Guard Technical Publication (TP) 4428, SWBS 588, Section A, Aug 2020, Hangar and Door Assembly

Coast Guard Technical Publication (TP) 4931, Aug 2009, Section 321A, Precision Frequency Converters

Coast Guard Technical Publication (TP) 5461, SWBS 421, Nov 2012, Anemometer – Model 120 & 122

Coast Guard Technical Publication (TP) 5486, Mar 2013, Go-No-Go Monitor and Flow Meter, 50 GPM

Coast Guard Technical Publication (TP) 7099, SWBS 314, Oct 2009, Rectifier Power Supply - 28 VDC, 300 A

NAVSEA Technical Publication T9074-AD-GIB-010/1688, (TP 1688), May 1997, Requirements for Fabrication, Welding, and Inspection of Submarine Structure

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 0740 (SFLC Std Spec 0740), 2020, Welding and Allied Processes

Surface Forces Logistics Center Standard Specification 3041 (SFLC Std Spec 3041), 2020, Shipboard Electrical Cable Test

Surface Forces Logistics Center Standard Specification 6310 (SFLC Std Spec 6310), 2020, Requirements for Preservation of Ship Structures

OTHER REFERENCES

American Society for Testing and Materials (ASTM) International A36, 2019, Standard Specification for Carbon Structural Steel

ASTM International (ASTM) D5363, 2016, Standard Specification for Anaerobic Single-Component Adhesives (AN)

MIL-PRF-16173, 2017, Corrosion Preventive Compound, Solvent Cutback, Cold-Application

MIL-PRF-24667, March 2018, Coating system, Non-Skid, for Roll, Spray, or Self-Adhering Application

MIL-STD-1399 Section 300, Part 1, 25 September 2018, Low Voltage Electric Power, Alternating Current

NAVAIR SI-ACS-AFB-1P, 01 July 2020, Air Capable Ship Aviation Facilities Bulletin No. 1P

Naval Air Warfare Center (NAVAIR) Drawing 621055, Rev F, Visual Landing Aids Installation WMEC-270 Class Ships

QPL-24667, Aug 2019, Qualified Product List of Products Qualified under Performance

The Society for Protective Coatings (SSPC) Surface Preparation Specification No.11 (SSPC-SP 11), 2012, Power Tool Cleaning to Bare Metal

The Society for Protective Coatings (SSPC)/NACE International (NACE) Joint Surface Preparation Standard SSPC-SP WJ-2/NACE WJ-2, 2017, Water Jet Cleaning of Metals – Very Thorough Cleaning

The Society for Protective Coatings (SSPC)/NACE International (NACE), Joint Surface Preparation Standard SSPC-SP 10/NACE No. 2, 2007, Near-White Blast Cleaning

CONSOLIDATED LIST OF GOVERNMENT-FURNISHED PROPERTY

The following is a list of property, which the Government will furnish. This list supersedes any other material obligations indicated or implied by referenced drawings.

WORK ITEM	MTI	ITEM DESCRIPTION	NSN/PN	QTY	ESTIMATED COST ($/UNIT)
3	Y	Anemometer	NSN: 6600-00-709-9947	2 ea.	5,316.00
5	N	Screw, Cap, 5/8-11 UNC 2A x 3in.	NSN: 5305-01-393-1827	24 ea.	25.65
5	N	Screw, Cap, M12-1.75 x 42 mm	NSN: 5305-01-584-6095	12 ea.	33.75
5	N	**Talon Grid Stanchion Bolt Assembly, Including Locking Nut	NSN: 5340-01-481-3786	60 ea.	31.50
5	N	**Talon Grid Cover	NSN: 1730-01-314-7747	1 ea.	11,500.00

****New or refurbished equipment that the Government may provide for installation in place of existing equipment.**

CONSOLIDATED LIST OF CRITICAL INSPECTION ITEMS

The following is a list of work items, which contain Critical Inspection reports, which the Contractor must complete within the first 25% of the availability contract period (see SFLC Std Spec 0000, paragraph 3.2.6.1.4 (Inspection report particulars)):

Work Item	Title
5	Helo Talon Grids, Inspect and Test
7	Hangar Track Water Dam, Renew

PRINCIPAL CHARACTERISTICS

270' WMEC (B-CLASS)	
PHYSICAL	
Length overall	270' 0"
Length between perpendiculars	255' 0"
Beam molded	38' 0"
Depth molded, main deck amidships, 01 level amidships	23' 7" 31' 4"
Full load displacement	1,886 long tons
Draft, full load to baseline amidships	14' 2"
Highest projection above baseline *height approximated	≈ 110' 0"
Shore tie voltage requirements	2 cables, 400A / 450V, 3 phase
Frame spacing	1' 0"
MACHINERY	
Main propulsion	2 ALCO Model 18-251-F Diesel Engines, 3,650 BHP each
Ship's service generators	2 Caterpillar Model D-398-TA Diesel-driven KATO 6P6-1350 Generators. 475 KW each @ 0.8 power factor, 450VAC, 3 phase, 60 cycle
Emergency generators	Caterpillar Model D-348-TA Diesel-driven KATO 4P4-1900. 475KW @ 0.8 power factor, 450VAC, 3 phase, 60 cycle
Number of propellers	2
Propeller diameter	9' 0"
Number of blades, each	4
Pitch	Controllable
Shaft RPM	260
Shaft diameter	10.55" at exit of hull
Anchor & chain	Two 4,000 lb Navy Stockless Anchors, 8 shots of chain each
TANK CAPACITIES	
Diesel fuel total (95%)	79,950 gal.
JP-5 total (95%)	19,626 gal.
Potable water total (100%)	8,553 gal.
Hydraulic & lube oil total (95%)	2,561 gal.

General Requirements

1. SCOPE

1.1 Intent. This standard specification invokes general requirements for conducting vessel repairs performed by commercial contractors at a Coast Guard facility for Coast Guard vessels.

1.2 Term interchangeability. The terms 'Contractor', 'CG Yard', 'NAVSTA EVERETT', 'shipyard', 'Base', and 'Coast Guard Industrial' are used interchangeably in this specification. Where the primary service provider is Coast Guard personnel, references to contractor and other noted descriptors within this specification or within drawings, publications, SFLC Standard Specifications or other commercial and military references are deemed the same as prime service provider.

2. REFERENCES

COAST GUARD DRAWINGS

None

COAST GUARD PUBLICATIONS

Coast Guard Commandant Instruction (COMDTINST) M10360.3 (series), Coatings and Color Manual

NAVSEA Technical Publication T9074-AD-GIB-010/1688, (TP 1688), May 1997, Requirements for Fabrication, Welding, and Inspection of Submarine Structure

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 0740 (SFLC Std Spec 0740), 2020, Welding and Allied Processes

Surface Forces Logistics Center Standard Specification 6310 (SFLC Std Spec 6310), 2020, Requirements for Preservation of Ship Structures

OTHER REFERENCES

None

3. REQUIREMENTS

3.1 General. The Contractor must conform to all requirements specified in SFLC Std Spec 0000 and in this item, as applicable, during the performance of this availability. The requirements of this WI applies to all work under the scope of this contract, whether explicitly stated in all following work items or not, and to all other work subsequently authorized by changes, modifications, or extensions to the contract.

3.1.1 NAVSEA drawings listed will be available FOR INSPECTION ONLY from the Coast Guard Port Engineer post-award. SFLC will not redistribute NAVSEA documents. Contractors can apply to NAVSEA headquarters directly for copies.

3.2 Fire watch requirements. The Contractor must refer to 3.3.1.3 (Fire watch requirements) of SFLC Std Spec 0000, in accomplishing the following task:

- Provide portable fire extinguishers for Coast Guard fire watch personnel. Coast Guard fire watch is in lieu of contractor personnel during the hours of 0800-1600, Monday through Friday, and limited to two Coast Guard fire watch personnel.
- Provide fire watch personnel and fire extinguishers for the duration of the availability period, during and beyond noted Coast Guard fire watch support.

3.3 Preservation requirements. The Contractor must accomplish all preservation tasks, including touch-ups, in accordance with SFLC Std Spec 6310.

3.3.1 Brand name approval. Ensure that all contractor-furnished coatings are in accordance with SFLC Std Spec 6310, Appendix C (Authorized Coatings for Use on Cutters and Boats).

3.3.2 Coating colors and system color schemes. The Contractor must obtain a written KO authorization to deviate from any coatings required in SFLC Std Spec 6310 Appendix C before work.

3.4 Welding and brazing requirements. The Contractor must perform all welding and allied processes, and NDE in accordance with SFLC Std Spec 0740.

3.4.1 HY-130 material substitution. The Contractor must be aware that HY-130 steel plating is no longer commercially available. For the purpose of performing flight deck repairs on US Coast Guard WMEC-270 "B-Class" cutters, Weldox 900 steel plating has been approved as a replacement for HY-130. Due to the similarity in material properties and weldability of HY-130 and Weldox 900, all welding procedures and welder qualifications for welding Weldox 900 must be the same as those outlined in NAVSEA TP 1688 as applicable for welding HY-130.

3.4.2 Standard spec modification. For any welding involving HY-130 on the flight deck of WMEC-270 "B-Class" cutters, perform all welding and allied processes, and non-destructive evaluation (NDE) in accordance with NAVSEA TP 1688. The Contractor must be aware that the welding requirements specified in this document take precedence over paragraph 3.3.6 of SFLC Standard Spec 0000 for the purpose of welding involving HY-130.

3.4.3 Approval to weld HY-130. To obtain Coast Guard approval to weld on HY-130 steel for WMEC-270 "B-Class" cutters, the Contractor must provide written Performance Qualification Records (PQR's) for each process to be used. The PQR's must be approved by one of the regulatory agencies affirming that the WPS meets the welding requirements of NAVSEA TP 1688. In addition, the Contractor must ensure that all subcontractors, prior to performing welding operations, have qualified procedures by meeting all the requirements set forth in this document.

NOTE

NAVSEA approval is NOT required for welding procedures submitted but the procedures must be reviewed and shown to satisfy the requirements set forth in NAVSEA TP 1688, by a welding regulatory agency. The requirements for welding Weldox 900 must be considered the same as those for welding HY-130.

3.5 Environmental protection requirements. The Contractor must adhere to the following environmental protection requirements in accordance with the SFLC Stand Spec 0000:

3.5.1 USCG facilities. The Contractor must provide and maintain environmental protection as defined in SFLC Std Spec 0000 Appendix B, Requirements for Environmental Protection at USCG Facilities, during the performance of this availability. Contractor must plan for and provide environmental protective measures to control pollution that develops during normal practice, as well as plan for and provide environmental protective measures required to correct conditions that develop during the project. Contractor must comply with applicable Federal, state, and local laws, codes, ordinances, and regulations in their entirety. Any reference to a specific portion of a Federal, state, or local law, code, ordinance, or regulation in this or any other item must not be construed to mean that relief is provided from any other sections of the law, code, ordinance, or regulation.

3.5.1.1 USCG Generator status. The activity Generator Status for the Coast Guard Facility is Large Quantity Generator (LQG).

3.5.1.2 Plans and permits. The CG Facility has unit specific permits including the following:

- Spill Prevention Control and Countermeasures (SPCC) Plan: Unit has a SPCC Plan which requires certain unit-specific procedures be followed for the storage, inspection, and transfer of petroleum products in containers 55 gallons or greater.
- National Pollutant Discharge Elimination System (NPDES) Storm Water (SW) Permit: Unit has an NPDES SW permit which requires unit-specific procedures be followed for the storage and inspection of equipment and materials which may contribute contaminants to storm water discharges.
- Air Emission Permit: Unit has an Air Emission Permit which requires unit-specific procedures be followed for the emissions of VOCs and hazardous air pollutants.

3.5.2 Test and procedures. The Contractor must be required to promptly conduct tests and procedures for the purpose of assessing whether operations are in compliance with applicable Environmental Laws. Analytical work must be done by qualified laboratories; and where required by law, the laboratories must be certified.

3.5.3 Regulatory notifications. The Contractor must be responsible for all regulatory notification requirements in accordance with Federal, State and local regulations. In cases where the Coast Guard must also provide public notification, such as storm water permitting, the Contractor must coordinate with the Contracting Officer or COR, and if work is being performed at a USCG Facility, the local Facility Engineer or Engineering Officer. The Contractor must submit copies of all regulatory notifications to the Contracting Officer and the local Facility Engineer or Engineering Officer prior to commencement of work activities. Regulatory notifications must be provided for including but not limited to demolition, renovation, National Pollutant Discharge Elimination System (NPDES) defined site work, and remediation of controlled substances such as asbestos, hazardous waste, and lead paint.

3.5.4 Environmental manager. The Contractor must appoint in writing an Environmental Manager for the project, and must be responsible for coordinating Contractor compliance with Federal, State, local, and station environmental requirements. The Environmental Manager must ensure compliance with Hazardous Waste Program requirements, including hazardous waste handling, storage, manifesting, and disposal; implement the Contractors' Environmental Management Plan; ensure that all environmental permits are obtained, maintained, and closed out; ensure compliance with Storm Water Program Management requirements; ensure compliance with Hazardous Materials including storage, handling, and reporting requirements; as well as coordinate any remediation of regulated substances such as lead, asbestos, and polychlorinated biphenyl (PCB). This may be a collateral position; however the individual must be trained to accomplish the following duties; ensure waste segregation and storage compatibility requirements are met; inspect and manage Satellite Accumulation areas; ensure only authorized personnel add wastes to containers; ensure all Contractor personnel are trained in 40 CFR

requirements and individual position requirements; coordinate removal of waste containers; and maintain the Environmental Records binder and required documentation, including environmental permits compliance and close-out.

3.5.5 HW disposal. Contractor must comply with SFLC Std Spec 0000 Appendix B, Requirements For Environmental Protection At USCG Facilities for HW disposal, and ensure that waste removals are conducted during normal business hours (0800-1600) on Monday through Friday (excluding holidays).

3.5.6 Additional Requirements. The Contractor must be aware of the following:

3.5.6.1 No Contractor or Subcontractor must have the authority to sign a Hazardous Waste Manifest using the Coast Guard facility's EPA Generator ID Number or remove contract generated hazardous waste from the Coast Guard facility without COR or KO-approval.

3.5.6.2 Local environmental regulations at the Government facilities may be more stringent. As with all environmental regulations, the Contractor must prepare for and comply with local and state regulations.

3.5.6.3 Coast Guard facilities do not maintain Facilities Response Plans (FRPs) per 33 CFR 154. Contractor must furnish the FRP when required for over-the-water liquids transfers to and from vessels, and is required for oil/fuel transfers to/from vessels for 250 barrels (10,500 gallons) or more.

3.6 Local Policy. The Contractor must refer to site (e.g. Base) Regulations and Instructions for details regarding local policies (e.g. crane services, parking, or facility usage).

3.7 SFLC Standard Specification approved changes. The Contractor must be aware that the following are approved changes to published SFLC 2020 Edition Standard Specifications and supersede published content:

3.7.1 SFLC Standard Specification 8636. Add missing paragraphs between 3.2 and 3.5 of Std Spec 8636 as follows:

"3.3 Access cut boundaries. The Contractor must ensure that access cuts comply with the requirements and restrictions detailed in the following and in SFLC Std Spec 0740, and referenced codes.

3.3.1 Location of boundaries. Boundaries of access cuts and closure plates must, in general, be located between principal ship framing, bulkheads, and other structural members and must be at least three inches from any of these members or from the toes of other welds. A reduction in this three inch minimum may be approved by the KO on a case by case basis provided sufficient clearance is maintained for welding and inspection requirements. The boundaries of access cuts and closure plates should land on existing butts or seams, wherever practicable. The boundaries of prior access cuts should be utilized wherever possible. Boundaries may extend across one or more frames as required for the size of the opening.

3.3.2 Access hole dimensions and arrangements. Holes or access cuts must be the minimum size necessary and must be in accordance with the following:

- Rectangular access cuts and closure plates welded into primary hull structure must be at least 12 inches wide in the lesser dimension.
- For circular access cuts, the minimum diameter must be 4T, where T = thickness of the involved structural member, but not less than three inches.
- Circular closure plates for access cuts less than two feet in diameter must be dished 1/16 to 1/8 inch to allow for shrinkage when welded.
- Corners of rectangular access cuts and closure plates must have a minimum radius of 6 inches except when a boundary lands on an existing hull longitudinal seam or transverse butt weld.

- Corners at an existing seam or butt must intersect at a 90 degree angle.
- Cuts that are to cross existing butts or seams must do so at an angle of 90 degrees plus or minus 15 degrees.
- In primary hull structure, existing welds forming the boundary of a cut must be cut back 3 inches beyond the toe of the access cut, except that the cut back must not intersect or cross an existing weld, frame, or structural member. In which case, the cut back may be reduced to a minimum of two inches in length.
- Existing welds crossed by the cut must not be cut back.

3.3.3 Primary hull structure. Primary Hull Structure includes the shell, main strength decks, principal longitudinal bulkheads, vertical keel, deep web girders and stiffeners designed to withstand the ship bending stress.

3.3.4 Mechanically fastened joints. Welding closer than six inches to a mechanically fastened joint should be avoided. When access cuts cross or come within six inches of a mechanically fastened joint, the fasteners must be checked for tightness and if necessary, loose fasteners must be seal welded or removed, and replaced for a distance of 6 inches beyond the edge of the cut. When a cut crosses a mechanically fastened seam the cut plates must be repaired using single V welds backed with glass tape (MIL-C-20079) to prevent fusion between the mechanically fastened plates.

3.4 Ship integrity maintenance. The Contractor must maintain safety and ship integrity by installing temporary guarding and coaming, in addition to weathertight and watertight closures. Remove these temporary fabrications after closing the hull access, and grind surfaces flush in way of removals. For shell plating cuts made at or below the waterline where temporary closures are impractical, the Contractor must secure each vulnerable compartment and subdivision to minimize potential damage to the extent permitted by the scope and urgency of the work.

3.4.1 Guarding. Install temporary guards in accordance with 29 CFR 1915.73.

3.4.2 Coaming. Ensure that in areas where flammable liquids may be stored, a 4 inch high metal coaming must be installed on the surface of the deck with tack welds and fully sealed with caulking compound. The coaming must encircle the access cut in the deck.

3.4.3 Weathertight and contamination closures. Fabricate temporary closures, using fire retardant material, before cutting access openings and install closures whenever access is not in use. Closures must be:

- Constructed to protect the access from inclement weather and entry of contaminants (must include a coaming or dam on the deck to redirect rain runoff away from the opening).
- Fitted with fasteners that permit rapid installation and removal.
- Able to support a minimum of 150 pounds per square foot for horizontal deck closures.
- Where the access opening is in way of a removed hatch, scuttle or door, the closure must be configured to allow normal passage of ship's personnel and equipment.

3.4.4 Watertight closures. Ensure that access openings created four feet or less above the maximum anticipated waterline must include temporary watertight closures when the vessel is waterborne.

NOTE
NAVSEA S0600-AA-PRO-160/CH16 provides requirements for design, fabrication, and installation of temporary watertight closures."

4. NOTES

4.1 QA inspection forms. QA inspection forms (QA-1 thru QA-5), required in SFLC Std Spec 6310 to be completed and submitted during preservation of "critical-coated surfaces", are provided at the end of this document.

QA-1 - QUALITY ASSURANCE INSPECTION FORM
(PRESERVATION CHECKLIST)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE
LOCATION OF WORK (INCL. FRAME #'S)			**AREA (SQFT)**

CHECKPOINT 1 – COATING SYSTEM COMPLIANCE	
	Ensure all coatings are in compliance with SFLC Std Spec 6310, Appendix C.
CHECKPOINT 2 - PAINT STORAGE	
	Ensure all coatings are kept at a temperature of 65 to 85°F at all times, unless otherwise specified by the coating mfg.
CHECKPOINT 3 - AMBIENT CONDITIONS	
	Ensure surface and surrounding temperatures are each between 50 and 90°F for water-containing coatings, and 35 and 95°F for other coatings, unless otherwise specified by the coating manufacturer(s).
	Ensure maximum relative humidity (RH) is as follows, from surface preparations through final curing of topcoat: 50% for tanks, voids, and vent plenum; and 85% for all other areas, unless otherwise specified by manufacturer(s).
	Ensure surface temperature is at least 5°F above the dew point, unless otherwise specified by the coating mfg.
CHECKPOINT 4 - PRE-SURFACE PREPARATION	
	Remove surface contaminants (soluble salts, loose rust, mud, and marine growth) with low pressure fresh water wash down (maximum 5,000 psi). If oil and grease are present, perform solvent cleaning, as per SSPC SP-1.
	Verify equipment setup, blast media, and surface preparation methods match designated test coupon.
CHECKPOINT 5 - SURFACE PREPARATION	
	Verify environmental conditions (see CHECKPOINT 3).
	Ensure cleanliness of prepared surface is as per specification (i.e.: SSPC SP-11, SP-10, SP WJ-2…).
	Verify surface anchor profile using ASTM D4417-Methods B or C against SFLC Std Spec 6310. Conduct profile readings at a minimum of 5 locations for the first 1000-sqft area, and 2 locations for each succeeding 1000-sqft area.
	Measure soluble salt conductivity in accordance with SSPC-Guide 15. Conduct 5 measurements per each 1000-sqft area (max. threshold: 70 microsiemens/cm for non-submerged surfaces, 30 microsiemens/cm for submerged surfaces).
CHECKPOINT 6 - PRIMER COAT APPLICATION	
	Verify environmental conditions (see CHECKPOINT 3).
	Verify proper mixing and stand-in (induction) times.
	Ensure no paint is applied when the temperature is expected to drop to freezing before the paint has dried.
	Ensure surfaces are completely dry, unless otherwise allowed by the coating manufacturer(s).
	Verify wet film thickness (WFT) at random, to prevent under or over application. Verify final DFT.
	Brush out all runs, sags, drips, and puddles.
	Perform visual inspection for holidays and other defects.
CHECKPOINT 7 – STRIPE COAT APPLICATION	
	Verify environmental conditions (see CHECKPOINT 3).
	Ensure overcoating window is as per manufacturer's instructions.
	After primer coat (mist coat after inorganic zinc), brush-apply un-thinned coat of same primer paint over edges, weld seams, cut-outs, and areas of complex geometries @ 3-4 mils wet film thickness (WFT).
CHECKPOINT 8 – TOP COAT APPLICATION	
	Verify environmental conditions (see CHECKPOINT 3).
	Ensure overcoating window is as per manufacturer's instructions.
	Verify proper mixing and stand-in (induction) times, as applicable.
	Verify wet film thickness at random, to prevent under or over application.
	Brush out all runs, sags, drips, and puddles.
CHECKPOINT 9 – FINAL INSPECTION	
	Verify final system dry film thickness. Conduct 5 sets of 3 readings for each of the first 3 100-sqft areas, followed by 5 sets of 3 readings for each succeeding 1000-sqft area.
	Ensure that system cure is in accordance with manufacturer's recommendation for intended service.
	Ensure potable water tank exhaust ventilation is maintained continuously from and during coating application through final system cure, to exhaust all solvent to the atmosphere and to prevent solvent entrapment.
	For immersion coatings (including tank U/W body), record date and time of the following events: Final coat application: / ; Return to service or removal from environment controls: /
CHECKPOINT 10 – RECORD KEEPING	
	Complete, sign, and submit all provided QA Inspection Forms.

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

QA-2 - QUALITY ASSURANCE INSPECTION FORM
(ENVIRONMENTAL READINGS)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE

Use one sheet for each activity. Record conditions every four hours from before surface preparation to application of final coating system coat.

DATE & TIME	ACTIVITY (SURFACE PREPARATION, PRIMER COAT, BARRIER COAT, TOP COAT, ETC…)	LOCATION (FRAME & DECK, RELATION TO EQUIPMENT, ETC.)	TEMPERATURE				% REL. HUMID-ITY
			DEW PT.	SURFACE	AMBIENT	ΔT | DP - SURFACE |	

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

QA-3A - QUALITY ASSURANCE INSPECTION FORM
(SURFACE PROFILE LOG FOR PROFILE MEASUREMENTS IAW ASTM D4417-METHOD-C)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE
LOCATION OF WORK (INCL. FRAME #'S)			AREA (SQFT)

SURFACE PREPARATION METHOD		PROFILE ACHIEVED (MILS)		
		MIN	MAX	MEAN
SSPC-SP-10/NACE No. 2	☐			
SSPC-SP WJ-1/NACE WJ-1	☐			
SSPC-SP WJ-2/NACE WJ-2	☐			
SSPC-SP WJ-3/NACE WJ-3	☐			
SSPC-SP WJ-4/NACE WJ-4	☐			
SSPC-SP-3	☐			
SSPC-SP-11	☐			
SSPC-SP-11 (inaccessible area)	☐			
Brush-blasting (non-metallic substrate)	☐			
ABRASIVE MANUFACTURER:		ABRASIVE SIEVE SIZE:		

PLACE SURFACE PROFILE REPLICA TAPES IN THE SPACES PROVIDED BELOW, TO SERVE AS PERMANENT QA RECORD. MAINTAIN A SEPARATE LOG FOR EACH LOCATION. WHEN AN AREA IS DIVIDED INTO SEPARATE SECTIONS, MAINTAIN A SEPARATE LOG FOR EACH SECTION.					
Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here	
Reading (mils):		Reading (mils):		Reading (mils):	
Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here	
Reading (mils):		Reading (mils):		Reading (mils):	
Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here	
Reading (mils):		Reading (mils):		Reading (mils):	
Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here	
Reading (mils):		Reading (mils):		Reading (mils):	
Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here		Place Surface Profile Replica Tape Here	
Reading (mils):		Reading (mils):		Reading (mils):	
MEAN MIL READING (IAW ASTM D4417-METHOD C) FOR ABOVE 15 READINGS:					

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

QA-3B - QUALITY ASSURANCE INSPECTION FORM
(SURFACE PROFILE LOG FOR PROFILE MEASUREMENTS IAW ASTM D4417-METHOD-B)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE
LOCATION OF WORK (INCL. FRAME #'S)			**AREA (SQFT)**

SURFACE PREPARATION METHOD		PROFILE ACHIEVED (MILS)		
		MIN	MAX	MEAN
SSPC-SP-10/NACE No. 2	☐			
SSPC-SP WJ-1/NACE WJ-1	☐			
SSPC-SP WJ-2/NACE WJ-2	☐			
SSPC-SP WJ-3/NACE WJ-3	☐			
SSPC-SP WJ-4/NACE WJ-4	☐			
SSPC-SP-3	☐			
SSPC-SP-11	☐			
SSPC-SP-11 (inaccessible area)	☐			
Brush-blasting (non-metallic substrate)	☐			
ABRASIVE MANUFACTURER:		**ABRASIVE SIEVE SIZE:**		

RECORD MEASUREMENTS TAKEN IN THE SPACES PROVIDED BELOW, TO SERVE AS PERMANENT QA RECORD. MAINTAIN SEPARATE LOG FOR EACH LOCATION. WHEN AN AREA IS DIVIDED INTO SEPARATE SECTIONS, MAINTAIN A SEPARATE LOG FOR EACH SECTION.					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Reading (mils):					
Mean Reading (mils)					
Mean Reading (mils) IAW ASTM DD4417).					

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

QA-4 - QUALITY ASSURANCE INSPECTION FORM
(SURFACE SOLUBLE SALT CONDUCTIVITY LOG)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE
LOCATION OF WORK (INCL. FRAME #'S)			AREA (SQFT)

SOLUBLE SALT CONDUCTIVITY MEASUREMENTS IAW SSPC-GUIDE 15.		
DATE	TEST LOCATIONS	CONDUCTIVITY (MICROSIEMENS/CM)

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

QA-5 - QUALITY ASSURANCE DATA FORM
(COATING THICKNESS)

(Use one sheet for each sequence)

VESSEL NAME	HULL #	WORK ITEM #	WORK ITEM TITLE

COATING MFG	PRODUCT NAME	BATCH #	INDUCTION TIME	COATING SYSTEM SEQUENCE (PRIMER/TOUCHUP/3RD COAT, ETC.)

DRY FILM THICKNESS (DFT) MEASUREMENTS IAW SSPC-PA 2.						
SPOT	1	2	3	4	5	AVERAGE VALUE
*BASE METAL READING (BMR) Required, If Magnetic Pull-Off (Type I/Banana) Gauge Is Used.						

LOCATION (FRAME REFERENCE):								
SPOT	1	2	3	4	5	OVERALL AVG. DFT	ADJUSTMENTS	
1							AVG. BMR	DEVIATION
2								
3						BEFORE ADJUSTMENTS	AFTER ADJUSTMENTS	
AVG.								

LOCATION (FRAME REFERENCE):								
SPOT	1	2	3	4	5	OVERALL AVG. DFT	ADJUSTMENTS	
1							AVG. BMR	DEVIATION
2								
3						BEFORE ADJUSTMENTS	AFTER ADJUSTMENTS	
AVG.								

LOCATION (FRAME REFERENCE):								
SPOT	1	2	3	4	5	OVERALL AVG. DFT	ADJUSTMENTS	
1							AVG. BMR	DEVIATION
2								
3						BEFORE ADJUSTMENTS	AFTER ADJUSTMENTS	
AVG.								

APPLICATION METHOD (AIRLESS, CONVENTIONAL SPRAY, ROLLED)	AVERAGE DFT

NAME OF QP-1/NACE INSPECTOR	SIGNATURE	CERT. #	DATE / TIME

WORK ITEM 1: 28 Volt DC Helo Power Supply, Load Test

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to load test the 28 Volt DC Helo Power Supply.

1.2 Government-furnished property.

None.

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 901 WMEC 314-005, Rev B, 28.5 VDC Hlcptr Start Rect Replacement Diagram

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 7099, SWBS 314, Oct 2009, Rectifier Power Supply - 28 VDC, 300 A

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

OTHER REFERENCES

NAVAIR SI-ACS-AFB-1P, 01 July 2020, Air Capable Ship Aviation Facilities Bulletin No. 1P

3. REQUIREMENTS

3.1 General. The Contractor must refer to the Coast Guard drawing(s) listed under Section 2 (References) for guidance in accomplishing this work item.

3.1.1 CIR.

None.

3.1.2 Tech Rep.

Not applicable.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, paragraph 3.3.5 (Interferences).

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.2 Operational test, initial. Prior to commencement of work, the Contractor must witness Coast Guard personnel perform an initial operational test of all items or shipboard devices to be disturbed, used, repaired, or altered, to demonstrate existing operational condition. Submit a CFR.

3.3 Load test 28 VDC helo start rectifier. The Contractor must load test the 28 VDC Helo Start Rectifier in accordance with NAVAIR Air Capable Ship Aviation Facilities Bulletin (latest revision as cited in Section 2 References) and using Coast Guard Drawing 901 WMEC 314-005 and TP 7099, as guidance. Submit completed Data Sheet via CFR.

3.3.1 In the event the load test for the 28 VDC helo start rectifier fails, the Contractor must troubleshoot and identify faulty component and submit CFR for repairs.

3.3.2 Once repairs are complete, the Contractor must re-conduct load test in accordance with paragraph 3.3 (Load test 28 VDC helo start rectifier).

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.4 Operational test, post repairs. After completion of work, the Contractor must thoroughly test, in the presence of the Coast Guard Inspector and demonstrate all items or shipboard devices that have been disturbed, used, repaired, altered, or installed to be in satisfactory operating condition. Submit a CFR.

3.5 Report. The Contractor must submit a CFR for the completed Data Sheet in Section 4.1.

4. NOTES

4.1 Data sheet.

28 VOLT DC HELO START POWER SUPPLY TEST DATA SHEET (SHEET 1 OF 2)

HULL NUMBER_____

TABLE 1: PERFORMANCE TEST DATA[1]

AMPS		OUTPUT VOLTS[2]
NOMINAL	ACTUAL	
0		
25		
50		
75		
100		
125		
150		
175		
200		
225		
250		
275		
300		
300[3]		

1. The calibrated load bank must be connected to the Power Supply using the helo start cable supplied with the cutter used for starting the aircraft. The cable must be adjusted prior to conducting the test so that its length is sufficient to service the aircraft in its normal landing position on the flight deck. If required to make connections to the load bank, it is permissible to conduct the test before installing the helicopter end plug.

2. The voltage at the aircraft end of all installed system servicing cables must be between 24.0 to 29.0 volts for steady state load currents from 0 to 300 amperes.

3. Perform full load test at 300A for 60 minutes. Record values at the conclusion of the full load test. Increase no-load voltage to 28.5V prior to start of this burn-in test to ensure output voltage will not drop below 24.0 during the burn-in period.

28 VOLT DC HELO START POWER SUPPLY TEST DATA SHEET (SHEET 2 OF 2)

Name Plate Data of the Power Supply

Make_____ Model_____

Serial No._____

Calibrated Load Bank Information

Make_____ Model_____

Serial No._____ Calibration Due Date_____

Calibrated Hand Held Voltage Meter

Make_____ Model_____

Serial No._____ Calibration Due Date_____

Certification of Test Results

The voltage at the aircraft end of all installed system servicing cables must be between 24.0 to 29.0 volts for steady state load currents from 0 to 300 amperes.

Name of Testing Facility or Company_____

Test Conductor_____ Date_____

Test Supervisor/QC_____ Date_____

WORK ITEM 2: 400 Hz Power Supply (FCX Systems Inc.), Load Test

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to load test the 400 HZ FCX power supply.

1.2 Government-furnished property.

None.

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 901 WMEC 314-006, Rev D, 400Hz Hlcptr Svce Freqconv Installation Diagram

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 4931, Aug 2009, Section 321A, Precision Frequency Converters

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

OTHER REFERENCES

NAVAIR SI-ACS-AFB-1P, 01 July 2020, Air Capable Ship Aviation Facilities Bulletin No. 1P

MIL-STD-1399 Section 300, Part 1, 25 September 2018, Low Voltage Electric Power, Alternating Current

3. REQUIREMENTS

3.1 General. The Contractor must refer to the Coast Guard drawing(s) listed under Section 2 (References) as guidance in accomplishing this work item.

3.1.1 CIR.

None.

3.1.2 Tech Rep. The Contractor must provide the services of a Qualified Technical Representative who is

familiar with the FCX Systems Inc. PFC 400 Hz Power Supply equipment/system, to accomplish the following on site:

- Advise on manufacturer's proprietary system information.
- Ensure compliance with manufacturer's procedures and standards during system disassembly, inspection, and reassembly as applicable.

3.1.2.1 Ensure the Tech Rep has experience with the system/equipment stated above and demonstrated on their résumé.

3.1.2.2 Submit the name and résumé of the Tech Rep to the COR at the Arrival Conference.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, paragraph 3.3.5 (Interferences).

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.2 Operational test, initial. Prior to commencement of work, the Contractor must witness Coast Guard personnel perform an initial operational test of all items or shipboard devices to be disturbed, used, repaired, or altered, to demonstrate existing operational condition. Submit a CFR

3.3 Load test. The Contractor must perform load test of the 400 HZ FCX Solid State Frequency Converter in accordance with MIL-STD-1399 Section 300, Part 1 and NAVAIR Air Capable Ship Aviation Facilities Bulletin (latest revision as cited in Section 2 References), using Coast Guard Drawing 901 WMEC 314-006 and TP 4931 as guidance. Submit a CFR.

3.3.1 In the event the load test for the 400 HZ (FCX) Power Supply fails, troubleshoot and identify faulty component and submit CFR for repairs.

3.3.2 Once repairs are complete, re-conduct load test in accordance with paragraph 3.3 (400 HZ (FCX) Power Supply, load test). Submit CFR.

3.4 Operational test, post repairs. After completion of work, the Contractor must thoroughly test, in the presence of the Coast Guard Inspector and demonstrate all items or shipboard devices that have been disturbed, used, repaired, altered, or installed to be in satisfactory operating condition. Submit a CFR.

3.5 Report. The Contractor must submit a CFR for the completed Data Sheet in Section 4.1.

4. NOTES

4.1 Data sheet.

400 HZ HELICOPTER POWER SUPPLY TEST DATA SHEET (SHEET 1 OF 2)

HULL NUMBER_____

TABLE 1: PERFORMANCE TEST DATA[1,2]

AMPS[3] (NOMINAL)	VOLTS[4,5]			AMPS[6]			FREQUENCY[6,7]
	AN	BN	CN	A	B	C	
2							
7							
12							
17							
22							
27							
29							
29[8]							
Continuity between pins "E" and "F"					Satisfactory ☐		
Plug pin "N" grounded to the ship's hull and not interrupted by the disconnect switch.					Satisfactory ☐		

1. The 400Hz Helicopter Service System must be tested by connection to a suitably sized load bank and operated at loads from 2 amps up to the load specified for the Coast Guard H-65 Helicopter (10 KVA).

2. The power supply must be connected to the load bank using the cable supplied to the cutter for aircraft servicing. If necessary to make the connection to the load bank, the test may be conducted prior to attachment of the helicopter end plug. The cable must be adjusted to the length necessary to service the aircraft in its normal landing position on the flight deck.

3. The required amperage for this test is calculated as:

$I = P/[(E)(3)^{1/2}]$

At P = 10 kVA (for H-65 Helicopter), and E = 200V (line to line), the maximum current required is 28.9 amps.

4. Verify the voltage output is between the limits of 113.0 to 118.0 Volts RMS, line-to-neutral, for steady state loads from no load to full rated load , at 0.7 lagging power factor. To allow for flexibility in loading techniques, the acceptable power factor range is from 0.7 lagging to 0.8 leading power factor.

5. The maximum allowable voltage unbalance is 3.0 volts RMS throughout the load range. Voltage unbalance = maximum difference between RMS phase voltage amplitudes at the utilization equipment terminals (Vmax – Vmin).

6. Verify the phase rotation and frequency is in accordance with Type III power requirements of MIL-STD-1399 Section 300, Part 1.

7. Frequency range must be between 398 to 402 Hz (400 Hz +/- 0.5%).

8. Perform burn-in test at 29A for 60 minutes. Record values at the conclusion of the full load test.

400 HZ HELICOPTER POWER SUPPLY TEST DATA SHEET (SHEET 2 OF 2)

4.1.1 Name Plate Data of the Power Supply

Make_____ Model_____

Serial No._____

4.1.2 Calibrated Load Bank Information

Make_____ Model_____

Serial No._____ Calibration Due Date_____

4.1.3 Calibrated Hand Held Voltage Meter

Make_____ Model_____

Serial No._____ Calibration Due Date_____

4.1.4 Calibrated Hand Held Ammeter

Make_____ Model_____

Serial No._____ Calibration Due Date_____

4.1.5 Certification of Test Results

- The phase rotation and frequency is IAW the Type III power requirements of MIL-STD-1399 Section 300 Part 1.
- Voltage does not fall outside of the range of 118 Volts to 113 Volts, line-to-neutral, for the entire load range at 0.7 lagging power factor. To allow for flexibility in loading techniques, the acceptable power factor range is from 0.7 lagging to 0.8 leading power factor.
- Frequency must not fall outside of the range of 398 Hz to 402 Hz.
- Continuity must exist between pins “E” and “F”. Plug pin “N” must be grounded to the ship’s hull and not be interrupted by the disconnect switch.

Name of Testing Facility or Company_____

Test Conductor_____ Date_____

Test Supervisor/QC_____ Date_____

WORK ITEM 3: Windspeed Transmitter, Anemometer, Renew

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to renew both port and stbd wind speed transmitters.

1.2 Government-furnished property.

MTI	ITEM DESCRIPTION	NSN/PN	QTY	ESTIMATED COST ($/UNIT)
Y	Anemometer	NSN: 6600-00-709-9947	2 ea.	5,316.00

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 901 WMEC 431-003, Rev G, Main IC Switchboard Arrangements, Elem Wrg Diag & Dets

Coast Guard Drawing 905 WMEC 171-001, Rev F, Main Mast

Coast Guard Drawing 905 WMEC 494-001, Rev K, Meteorological System Block & Isometric W.D.

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 5461, SWBS 421, Nov 2012, Anemometer – Model 120 & 122

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 3041 (SFLC Std Spec 3041), 2020, Shipboard Electrical Cable Test

OTHER REFERENCES

None.

3. REQUIREMENTS

3.1 General.

3.1.1 CIR.

None.

3.1.2 Tech Rep.

Not applicable.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, (Interferences). Known interferences include, but are not limited to the following:

- Height above the main deck.
- Electrical wiring.

3.2 Wind speed transmitter renewal. The Contractor must renew port and stbd windspeed transmitters using the Government-furnished anemometers listed above; turn over the removed anemometers to the Coast Guard Property Administrator as MTI. Make all electrical and mechanical connections using Coast Guard Drawings 905 WMEC 171-001, 901 WMEC 431-003, 905 WMEC 494-001 and TP 5461 as guidance.

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.3 Operational test, post repairs. After completion of work and in the presence of the Coast Guard Inspector, the Contractor must thoroughly test and demonstrate the equipment listed below to be in satisfactory operating condition.

- Port and Stbd Anemometers

3.3.1 Perform continuity checks and insulation resistance measurements for the newly installed anemometers in accordance with SFLC Std Spec 3041. Submit a CFR.

4. NOTES

This section is not applicable to this work item.

WORK ITEM 4: Flow Meter (Aviation Fuel), Calibrate

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to inspect and calibrate the instrumentation identified in Table 1.

TABLE 1 - INSTRUMENTATION

DESCRIPTION	SYSTEM	USE	RATING
1 ½ inch Flow meter	JP-5	Helicopter refueling	50 GPM

1.2 Government-furnished property.

None.

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 905 WMEC 542-002, Rev H, JP-5 Sys - A&D

Coast Guard Drawing 905 WMEC 542-006, Rev A, JP-5 System Diagram

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 5486, Mar 2013, Go-No-Go Monitor and Flow Meter, 50 GPM

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

OTHER REFERENCES

None

3. REQUIREMENTS

3.1 General.

3.1.1 CIR.

None.

3.1.2 Tech Rep.

Not applicable.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, (Interferences). Known interferences include, but are not limited to the following:

- Aviation fuel piping and contents
- Fluid pressure.

NOTE
Coast Guard personnel will operate all shipboard machinery and equipment

3.2 Operational test, initial. Prior to commencement of work, the Contractor must witness Coast Guard personnel perform an initial operational test of all items or shipboard devices to be disturbed, used, repaired, or altered, to demonstrate existing operational condition. Submit a CFR

3.3 Instrument inspection and calibration. The Contractor must remove, clean, inspect, calibrate and reinstall the instrumentation identified in Table 1 in accordance with the referenced Coast Guard TP in Section 2 (References). The Contractor must refer to the Coast Guard drawings listed in Section 2 (References) for guidance while accomplishing this work item.

3.3.1 Cleaning and inspection. The Contractor must disassemble the flow meter sufficiently to expose the gears, rotors and metering chamber. Inspect and clean gear teeth, rotors and internal housing surfaces. Submit a CFR. A soft wire brush may be used to clean surfaces, taking care not to alter the contour of the part surfaces. Remove nicks or burrs with a stone. Ensure all parts are clean and free of foreign matter prior to reassembly. Renew all disturbed seals, packing and gaskets.

3.3.2 Calibration. The Contractor must test for meter accuracy prior to disassembly and cleaning; and again after reassembly. Submit a CFR for each accuracy test. The Contractor must calibrate the meter using a certified calibration facility. The Contractor must provide a certificate of calibration to the COR.

3.3.3 Renewal. The Contractor may choose, at no additional cost to the Government, to renew the designated flow meter rather than clean, inspect and disassemble the existing meter. If the Contractor chooses to renew the flow meter, dispose of the existing meter in accordance with all Federal, State and local regulations. The Contractor must provide a certificate of calibration to the COR for the new flow meter.

3.4 Leak test. After completing all authorized repairs, the Contractor must test the JP-5 flow meter operation using the system fluid at normal operating pressure. Ensure zero visible leakage from or deformation of mechanical parts by repairing all leaks and discrepancies. Submit a CFR.

NOTE
Coast Guard personnel will operate all shipboard machinery and equipment

3.5 Operational test, post repairs. After completion of work, the Contractor must thoroughly test, in the presence of the Coast Guard Inspector and demonstrate all items or shipboard devices that have been disturbed, used, repaired, altered, or installed to be in satisfactory operating condition. Submit a CFR

4. NOTES

4.1 Recirculation. After Contractor reinstallation of flow meter, Ship's force will recirculate the fuel until it is clear and bright and passes the MK I and MK III detector kit tests. Flush all disturbed lines, pipes, and fittings before placing the JP-5 system back in service.

WORK ITEM 5: Helo Talon Grids, Inspect and Test

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to inspect and test the helo talon grid system, located on the flight deck.

1.2 Government-furnished property.

MTI	ITEM DESCRIPTION	NSN/PN	QTY	ESTIMATED COST ($/UNIT)
N	Screw, Cap, 5/8-11 UNC 2A x 3in.	NSN: 5305-01-393-1827	24 ea.	25.65
N	Screw, Cap, M12-1.75 x 42 mm	NSN: 5305-01-584-6095	12 ea.	33.75
N	**Talon Grid Stanchion Bolt Assembly, Including Locking Nut	NSN: 5340-01-481-3786	60 ea.	31.50
N	**Talon Grid Cover	NSN: 1730-01-314-7747	1 ea.	11,500.00

****New or refurbished equipment that the Government may provide for installation in place of existing equipment.**

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 905 WMEC 186-003, Rev -, 270 Ft B WMEC Talon Grid Foundation & Structural Mod 01 Level

Coast Guard Drawing 905 WMEC 634-002, Rev -, 270 Ft B WMEC C & A, Pnt, Dk Cov & Insul Mod Talon Grid Instl

Coast Guard Drawing FL-588-003, Rev -, Talon Grid, Supporting Skirt & Cover Fabrication & Instl

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 3368, Jun 2020, Talon Helicopter Landing Grid - Type 18-22-01 Multiple Class Cutters

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 0740 (SFLC Std Spec 0740), 2020, Welding and Allied Processes

Surface Forces Logistics Center Standard Specification 6310 (SFLC Std Spec 6310), 2020, Requirements for Preservation of Ship Structures

OTHER REFERENCES

ASTM International (ASTM) D5363, 2016, Standard Specification for Anaerobic Single-Component Adhesives (AN)

MIL-PRF-16173, 2017, Corrosion Preventive Compound, Solvent Cutback, Cold-Application

3. REQUIREMENTS

3.1 General.

3.1.1 CIR. The Contractor must submit a CIR for the inspections listed in the following paragraph(s):

- 3.6 (Inspections).

3.1.2 Tech Rep.

Not applicable.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, paragraph 3.3.5 (Interferences).

3.2 Pre-removal grid clearance measurement. The Contractor must extend a straight edge across the grid from edge to edge; measure and record the grid clearance to the straight edge at the center of the grid to establish a baseline for subsequent post-installation clearance measurements. Submit a CFR.

3.3 Grid removal plan. The Contractor must develop a plan to remove the grid assembly from the grid recess, using Coast Guard Drawings 905 WMEC 186-003 and 905 WMEC 634-002 and TP 3368 as guidance. Submit the plan to COR for acceptance within 72 hours before commencing grid work. When removing grid assembly from the grid recess, ensure that no force more than 15,000 pounds is applied to the grid assembly and recess support ring.

3.4 Grid removal. The Contractor must accomplish the following:

3.4.1 Remove and dispose of the existing filler material between the talon grid and flight deck.

3.4.2 Remove and dispose of the 24 existing 5/8” fixation bolts securing grid assembly to the grid recess supporting ring, in the grid recess.

3.4.3 Remove the existing grid assembly, including stanchions and M12 grid assembly bolts, in accordance with the accepted grid removal plan.

3.5 Grid support and recess preservation. The Contractor must prepare and preserve 100% of the grid structural recess using the coating system specified for “Bilges, Cofferdams, and Forepeaks, Option III”,

in SFLC Std Spec 6310, Appendix B (Cutter and Boat Interior Painting Systems). Select Grey (16099) as the finish/final top coat color.

NOTE

Grey (16099) is not the same Light Grey that is listed in SFLC Std Spec 6310, Appendix C for Bilge Epoxy Coating System.

3.6 Inspections. The Contractor must accomplish the following inspections, using Coast Guard drawing FL-588-003 as guidance. Submit a CIR.

3.6.1 Visual. Perform a visual inspection of the following components:

- Grid top plate
- Grid lower support structure
- Recess supporting ring
- Grid recess and foundation
- Stanchions and nuts.

3.6.2 NDE. In the presence of a Coast Guard Inspector, perform NDE of all well welds, stanchions, and lower support structure for cracks, in accordance with SFLC Std Spec 0740, Appendix C. Submit a CFR.

3.7 Grid maintenance. The Contractor must perform the preventative maintenance requirements in accordance with TP 3368, Chapter 5, Paragraph 2, and all its related sub-paragraphs.

3.8 Grid reassembly and reinstallation. Upon completion of all authorized repairs, if any, the Contractor must reassemble and reinstall the grid assembly, in accordance with TP 3368. Ensure that the grid is level with the flight deck.

3.8.1 Apply a suitable corrosion inhibitive compound conforming to MIL-PRF-16173, Class II, Grade 3, to both faces of the honeycomb plate in lieu of the “ARDROX 3140” material, which is specified in paragraph 2.2.3.h of TP 3368.

3.8.2 Renew all M12 grid assembly bolts and 5/8” fixation bolts with Government-furnished bolts. Apply a sealing, locking and retaining compound conforming to ASTM D5363 to each bolt; and secure each bolt with the following torque:

- M12 grid assembly bolt: 22 ft-lb.
- 5/8” fixation bolt: 44 ft-lb.

3.8.3 Tighten stanchion end nuts to a torque of 44 ft-lbs in accordance with paragraph 2.2.3.g of TP 3368. Apply a sealing, locking and retaining compound conforming to ASTM D5363 to all nuts and locking-nuts.

CAUTION

Do not use assembly lube/anti seize on the same fastener threads as retaining/sealing compound. They will not perform their function if used together.

3.8.4 Renew the filler material in accordance with the manufacturer's recommended instructions.

3.8.5 Government's right for change out. The Contractor must be aware that the Government reserves the right to furnish a new talon grid cover for installation in place of the existing. If the Government exercises this right, the Contractor must dispose of the removed talon grid cover in accordance with all applicable Federal, state, and local regulations.

3.9 Pull test. After installation, the Contractor must pull test the grid to ensure structural integrity of the total installation. This must be accomplished by the following test procedure:

3.9.1 Extend a straight edge across the grid from edge to edge; measure and record the grid clearance to the straight edge at the grid center.

3.9.2 Make a direct upward pull from the approximate center isthmus of the grid of 13,700lbs for 2 minutes. After releasing the test load, the grid and resin foundation must be visually examined for evidence of structural failure. Visible deformation or cracking must be cause failure. The grid must be inspected for surface cracks by the dye penetrant method at a radius of 12 inches from the attachment point of the pull test. Six hold down bolts must be randomly removed and inspected by dye penetrant inspection for failure and replaced or renewed as necessary. The resin foundation must be visibly inspected. Submit a CFR.

3.10 Post-installation and test grid clearance measurement. After grid reinstallation and pull test, the Contractor must repeat the clearance measurement specified in paragraph 3.2 (Pre-removal grid clearance measurement). The grid clearance should not have changed from the measurement taken in paragraph 3.9.1. Record and compare new measurement to the previous readings in paragraphs 3.2 and 3.9.1, and submit a CFR. Some minor variation from the pre-removal measurement is to be expected. There should be no change from the measurement taken prior to pull test.

3.11 Touch-up preservation. The Contractor must prepare and coat all new and disturbed surfaces to match existing adjacent surfaces in accordance with SFLC Std Spec 6310, paragraph 3.1.13 (Touch-ups and minor coating repairs.)

4. NOTES

4.1 Grid assembly particulars. The grid assembly consists of a top honeycomb plate and a lower supporting structure (support skirt) secured by 12 (M12) bolts and stanchions.

4.2 Stanchion coating. "Molykote" (specified for stanchion coating) is a brand name generically used for marine grade assembly lubricant. Multiple marine grade lubricants are acceptable for coating the stanchions; including Molykote P-37, Molykote G-N metal assembly compound, or Loctite 34395 Marine Grade anti-seize.

WORK ITEM 6: Decks, Helicopter Operating Areas, Preserve

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to preserve the Helicopter Operating (HELO Ops) areas /Flight Deck (see 4.1 (Definition of HELO Ops Areas)).

1.2 Government-furnished property.

None.

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 905 WMEC 801-004, Rev F, General Arrangement 01 Level

COAST GUARD PUBLICATIONS

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 6310 (SFLC Std Spec 6310), 2020, Requirements for Preservation of Ship Structures

OTHER REFERENCES

MIL-PRF-24667, March 2018, Coating system, Non-Skid, for Roll, Spray, or Self-Adhering Application

Naval Air Warfare Center (NAVAIR) Drawing 621055, Rev F, Visual Landing Aids Installation WMEC-270 Class Ships

QPL-24667, Aug 2019, Qualified Product List of Products Qualified under Performance

The Society for Protective Coatings (SSPC)/NACE International (NACE), Joint Surface Preparation Standard SSPC-SP 10/NACE No. 2, 2007, Near-White Blast Cleaning

The Society for Protective Coatings (SSPC)/NACE International (NACE) Joint Surface Preparation Standard SSPC-SP WJ-2/NACE WJ-2, 2017, Water Jet Cleaning of Metals – Very Thorough Cleaning

The Society for Protective Coatings (SSPC) Surface Preparation Specification No.11 (SSPC-SP 11), 2012, Power Tool Cleaning to Bare Metal

3. REQUIREMENTS

3.1 General.

3.1.1 CIR.

None.

3.1.2 Tech Rep.

Not applicable.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, (Interferences). Known interferences include, but are not limited to the following:

- Flight deck safety net assemblies.
- Talon grid cover.
- Flight deck landing lights.
- Deck drain gratings.

3.1.5 Surface preparation optional methods. The Contractor has the option of using either high/ultrahigh pressure water jetting or abrasive blasting to achieve the required surface preparation, prior to application of the coating system specified in 3.3 (Preservation requirements). The Contractor may add abrasives to the waterjet stream, for one or both of the following reasons:

- Achieving greater productivity.
- Achieving the required surface profile.

NOTES AND CAUTION!

1. Waterjetting without abrasive addition does not provide any additional anchor profile to the surface, beyond what was present after the previous surface preparation.

2. Initial removal of the coating system around deck edges, fittings, and deck coaming may be by power tool cleaning in accordance with SSPC-SP-11.

3. Flight Deck surfaces are constructed of HY-130 steel and may NOT be heated to remove the existing covering.

4. During pier side surface preparation, suitable means to contain generated dust, waste water, paint chips, spent abrasives, and overspray must be provided or employed, as applicable. Plywood or net/canvas barriers are typically used to surround the area being blasted to contain stray steel shot. When net barriers are used, the mesh size of the netting material must be small enough to ensure that the steel shot will be contained. In addition, net barriers, when used, must be overlapped where attached to stanchions, and anchored at the bottom for the entire net's length between stanchions, to limit the clean–up and localize the blast medium. Steel shot on a deck is a foreign object damage (FOD) hazard and extreme care must be taken to prevent slipping when walking over contaminated areas.

3.1.6 Visual Landing Aid (VLA) and safety marking sketch. Prior to commencing surface preparation tasks, the Contractor must develop and submit, to the COR, a sketch of all existing Flight Deck VLA and safety markings and their measured locations on the Flight Deck, using NAVAIR Drawing 621055 as guidance. Obtain Coast Guard Inspector approval of the sketch, prior to applying new marking paint (see 3.3.2 (VLA and safety markings)).

3.1.7 Substrate inspection. After completion surface preparation and before application of primer coat, the Contractor must perform a visual inspection of the prepared substrate; submit a CFR.

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.2 Operational test, initial. Prior to commencement of work, the Contractor must witness Coast Guard personnel perform an initial operational test of all items or shipboard devices to be disturbed, used, repaired, or altered, to demonstrate existing operational condition. Submit a CFR.

3.3 Preservation requirements. The Contractor must prepare and coat the deck surfaces designated in paragraph 1.1 (Intent), using the system specified in Table 1. All preservation must be in accordance with SFLC Std Spec 6310. Ensure that the system is qualified as "UV/LSA", as specified in QPL-24667, and is epoxy-based.

TABLE 1 – FLIGHT DECK COATING SYSTEM

EXTERIOR SURFACES TO BE PRESERVED	SURFACE PREPARATION / (ANCHOR PROFILE IN MILS)	COATING SYSTEM	DFT (MILS)	NOTES
Flight Deck	SSPC-SP 10/NACE No. 2 using AA-1043 Steel Shot or grit conforming to MIL-A-22262 / (3.0-4.5) -or- SSPC SP WJ-2(L)/NACE WJ-2(L)	1) One Full Coat Primer MIL-PRF-24667 Type I, V, or VIII, Comp. G 2) Stripe Coat MIL-PRF-24667 Type I, V, or VIII, Comp. G 3) One Full Coat Primer MIL-PRF-24667 Type I, V, or VIII, Comp. G 4) One Coat Non-Skid MIL-PRF-24667 Type I, V, or VIII, Comp. G	Follow Manuf. Instructions	1, 2, 3

1. Apply in accordance with NSTM Ch. 634 for Navy Certification. All flight decks must be applied and maintained in accordance with NSTM Ch. 634. Color coating flight decks for other than required markings is not authorized. Flight decks must not be applied by ships work force. However, ships force may make repairs to flight decks and apply flight deck nonskid to any other portion of the weather deck as necessary for personnel safety. Nonskid material is rolled on over primer within 48 hours for best adhesion. On WMEC 210's the flight deck material must be extended forward to frame 98 for added personnel safety.
2. Power tool cleaning to bare metal (SSPC-SP 11) may be used in areas that cannot be accessed by abrasive blasting or water jetting.
3. Only non-polyurethane MIL-PRF24667 Type I or VIII, Comp. G Non-skids that are Low-Solar- Absorbing (LSA) must be applied on flight decks

3.3.1 Top coating color. The Contractor must accomplish the following tasks:

3.3.1.1 Non-skid/non-slip surfaces. Select Grey (36076) as the top/finish coat color.

3.3.1.2 Non-slip-exempted areas. Apply a dark grey color (36076) top/finish coating, in lieu of non-slip top-coating over the following non-slip-exempted areas:

- Deck fittings, including, but not limited to: pad eyes, label plates, net supports/foundation, helicopter tie-down fittings, and lifting handles for aircraft fuel filling station.
- Areas within two inches of deck fittings and protrusions.
- Areas within six inches of adjacent bulkheads, deck coaming, and deck edges.
- Waterways.

3.3.2 VLA and safety markings. The Contractor must accomplish the following tasks:

3.3.2.1 Remove Flight Deck landing lights in way of work. Visually inspect light assemblies and submit CFR. Prepare and preserve light assemblies to match existing in accordance with SFLC Std Spec 6310. Reinstall light assemblies to original configuration.

3.3.2.2 Stripe the Flight Deck with the same pattern sketched prior to surface preparation.

3.3.2.3 Paint new VLA and safety markings with a White color (37875) finish coating.

3.4 Low temperature cure system. If a Change Request has been authorized and released, the Contractor must apply a low temperature cure system, conforming to MIL-PRF-24667, Type VIII, Composition G. Ensure that the white color top coating is a silicone alkyd enamel product, recommended by the nonskid coating system manufacturer, in lieu of the polyurethane-based (Interthane 990) coating listed on QPL-24667.

3.5 In-process quality control measures. The Contractor must abide by all the safety, preservation, and quality control requirements specified in SFLC Std Spec 0000, paragraph 3.2.4.2 (In-process QC measures for "critical-coated surfaces").

NOTES AND WARNING

1. The flight deck coating system must be procured as a kit containing the following – all conforming to MIL-PRF-24667:

a. Anti-corrosive/primer coating.

b. Dark grey color (36076) non-slip top coating.

c. Dark grey color (36076) finish coating, for non-slip exempted areas.

d. White finish color (37875) coating, for VLA and safety markings.

2. The low temperature system is only authorized for application at temperatures between 35-45 degrees F.

3. Polyurethane-based non-skid systems are not authorized on Coast Guard vessels.

4. Surfaces being preserved are considered "critical-coated surfaces".

3.6 Non-skid surface appearance and texture. The Contractor must ensure the non-skid surface must show a pattern of peaks and ridges. The ridge profile must be continuous and reasonably uniform. Peaks and ridges must be generally in the same direction (fore and aft), approximately 1/2 to 1 inch apart, and approximately 1/16 to 3/32 inches high. Aggregate must present a rough uniformly coarse appearance over the entire surface with no loosely bound clumps of particles. All weld seams must be cross-rolled from a minimum of 3 inches on either side of the weld.

3.7 Operational test, post repairs. After completion of work, the Contractor must thoroughly test, in the presence of the Coast Guard Inspector and demonstrate all items or shipboard devices that have been disturbed, used, repaired, altered, or installed to be in satisfactory operating condition. Submit a CFR.

4. NOTES

4.1 Definition of "HELO Ops Areas". "HELO Ops Areas" are defined as 01 Level deck surfaces, from Frame 103 aft, port and starboard, excluding deck surfaces inside of the retracted HELO Hangar, shown on Coast Guard Drawing 905 WMEC 801-004, including helicopter tie-down fittings, 01 Deck perimeter coaming, talon grid cover, raised "mushroom" type tie-down fittings, line-up light fixtures, flight deck net supports/foundations, and up to six inches on all adjacent vertical surfaces, where applicable.

4.2 Certification hot line action desk. The Naval Air Warfare Center Aircraft Division Lakehurst has the responsibility for inspection and certification of all air capable aviation ships which support and operate with helicopters. A Shipboard Aviation Facility hot line action desk has been established at the Naval Air Warfare Center Aircraft Division Lakehurst, to provide a central point of contact for obtaining all information pertinent inspection and certification issues, including VLA and safety markings. The hot line action desk is in operation 24 hours a day and can be reached by contacting:

NAVAIRWARCENACDIVLKE
Lakehurst, N.J 08733-5000
Hot Line Action Desk (4.8.2.5)
Phone: (732) 323-2592

4.3 Unit's responsibilities. The ship's force will be responsible for the following:

- Removing and reinstalling all deck drain gratings.
- Plugging deck drains.
- Preliminary freshwater wash down of flight deck surfaces, in addition to adjacent bulkhead surfaces, prior to the commencement of contracted work, in order to remove sea salt.
- Ensuring there is no engine operation and no stack emissions at any time during flight deck resurfacing.

- Restricting access to the Flight Deck work area to only authorized personnel.
- Contacting NAVAIR for inspection and certification of flight deck markings following work.

WORK ITEM 7: Hangar Track Water Dam, Renew

1. SCOPE

1.1 Intent. This work item describes the requirements for the Contractor to crop and renew water dam for hangar track, frames 120-172, port and stbd 01 level.

1.2 Government-furnished property.

None.

2. REFERENCES

COAST GUARD DRAWINGS

Coast Guard Drawing 905 WMEC 588-010, Rev D, Hangar Arr and Det

Coast Guard Drawing 905 WMEC 136-003, Rev E, 01 Level PL & FR 101-182

Coast Guard Drawing 905 WMEC 801-004, Rev F, General Arrangement 01 Level

COAST GUARD PUBLICATIONS

Coast Guard Technical Publication (TP) 4428, SWBS 588, Section A, Aug 2020, Hangar and Door Assembly

Surface Forces Logistics Center Standard Specification 0000 (SFLC Std Spec 0000), 2020, General Requirements

Surface Forces Logistics Center Standard Specification 6310 (SFLC Std Spec 6310), 2020, Requirements for Preservation of Ship Structures

OTHER REFERENCES

American Society for Testing and Materials (ASTM) International A36, 2019, Standard Specification for Carbon Structural Steel

3. REQUIREMENTS

3.1 General.

3.1.1 CIR. The Contractor must submit a CIR for the inspections listed in the following paragraph(s):

- 3.2 Ultrasonic thickness (UT) measurement.

3.1.2 Tech Rep.

None.

3.1.3 Protective measures. The Contractor must furnish and install all protective measures in accordance with SFLC Std Spec 0000, paragraph 3.3.3 (Vessel component, space, and equipment protection).

3.1.4 Interferences. The Contractor must handle all interferences in accordance with SFLC Std Spec 0000, paragraph 3.3.5 (Interferences). Known interferences include, but are not limited to the following:

- Hangar track gear rack
- Limit switch actuator
- Existing preservative compound in track voids
- Hangar sections
- Non-skid
- Overhead insulation
- False ceilings
- Ventilation ducting
- Piping
- Wireways

NOTE

Coast Guard personnel will operate all shipboard machinery and equipment.

3.2 Operational test, initial. Prior to commencement of work, the Contractor must witness Coast Guard personnel perform an initial operational test of all items or shipboard devices to be disturbed, used, repaired, or altered, to demonstrate existing operational condition. Submit a CFR.

3.3 Ultrasonic thickness (UT) measurement. The Contractor must take a total of 100 UT measurements in accordance with SFLC Std Spec 0740, Appendix C in locations designated by the Coast Guard Inspector and using Coast Guard Drawing 905 WMEC 136-003 as guidance. Submit a .

3.4 Water dam renewal. The Contractor must crop and renew 60 linear ft of steel (HRS per ASTM A36) water dam coaming; 30 lf on port side and 30 lf on stbd side as designated by the Coast Guard Inspector, along inboard edges of hangar track using Coast Guard Drawings 905 WMEC 588-010, 905 WMEC 136-003, 905 WMEC 801-004 and TP 4428 as guidance.

3.4.1 Renew preservative compound in hangar track voids in accordance with Coast Guard Drawing 905 WMEC 588-010.

3.5 Operational test, post repairs. After completion of work, the Contractor must thoroughly test, in the presence of the Coast Guard Inspector and demonstrate all items or shipboard devices that have been disturbed, used, repaired, altered, or installed to be in satisfactory operating condition. Submit a CFR.

3.6 Touch-up preservation. The Contractor must prepare and coat all new and disturbed surfaces to match existing adjacent surfaces in accordance with SFLC Std Spec 6310, (Touch-ups and minor coating repairs.)

4. NOTES

This section is not applicable to this work item.