



<b>CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued</b> <b>PIIN/SIIN</b> DAAE07-01-D-T026/0001 <b>MOD/AMD</b> 13	<b>Page</b> 2 <b>of</b> 6
<b>Name of Offeror or Contractor:</b> OLDENBURG GROUP INCORPORATED		

SECTION A - SUPPLEMENTAL INFORMATION

1. The purpose of this modification 13 is to establish funds for Certification Testing for Contract DAAE07-01-D-T026 Delivery Order 0001.
2. The Certification Testing is in the attached page under Section C 3.3.6 through 3.3.10.3.
3. CLIN 0011AG is established to provide funding in the amount of \$129,468.00.
4. As a result of this modification the total amount of the contract is increased by \$129,468.00 from \$7,433,583.00 to \$7,563,051.00.
5. All other terms and conditions remain unchanged.

\*\*\* END OF NARRATIVE A 020 \*\*\*

CONTINUATION SHEET

Reference No. of Document Being Continued  
 PIIN/SIIN DAAE07-01-D-T026/0001 MOD/AMD 13

Name of Offeror or Contractor: OLDENBURG GROUP INCORPORATED

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0011AG	<p>SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS</p> <p><u>CLIN 0011AG,CERTIFICATION TESTING</u></p> <p>NOUN: MCS - CERTIFICATION TESTING                      PRON: P146H0752T PRON AMD: 02 ACRN: AH                      AMS CD: 53554512169</p> <p><u>Inspection and Acceptance</u>                      INSPECTION: Destination ACCEPTANCE: Destination</p> <p><u>Deliveries or Performance</u>                      DLVR SCH PERF COMPL  <u>REL CD QUANTITY DATE</u>                      001 0 30-SEP-2004</p> <p>\$ 129,468.00</p>				\$ 129,468.00

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## SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

3.3.6 Modular causeway systems module requirements. A combination of modules shall be assembled to form sections. All modules shall be interchangeable with present modular causeway systems, and be capable of being transported in an ISOPAK configuration, with the exception that the propulsion module shall utilize shipping racks. All modules shall comply with and be certified to the requirements of ISO 668, 1161 and 1496-1, for shipping by highway, marine and rail transport. Upon delivery, each module/ISOPAK assembly shall have certification documentation for the requirement of the CSC per CFR 49, Parts 450 to 453. (see 3.3.7.18 and table VII).

3.3.6.1 Center modules. Center modules shall have integral module-to-module connectors on both sides and both ends and shall be as specified below.

- a. Dimensions nominally 40 ft long by 8 ft wide by 4.5 ft deep, squared ends, ISO corner fittings IAW ISO 1161 (see 4.5.10 and 4.5.4.1).
- b. Material Steel. Yield strength (plate and structural shapes):  
36,000 50,000 pounds per square inch (psi).
- c. Plate thickness 1/4 in. minimum.
- d. Deck structure Rough Terrain Container Handler (RTCH) with rated capacity load as minimum bearing capacity. (see paragraph 4.5.4.1 for load data.)
- e. Bottom structure 3,000 pounds per square foot (psf) minimum bearing capacity for beaching requirements.
- f. Weight 22,400 lbs. maximum.
- g. Connector system Integral to the module (loose parts or tag lines are not acceptable), and universal (opposite hand designs shall not be used). Rated working load; tension/compression 150,000 lbs., shear- 90,000 lbs.
- h. Center modules shall have three watertight voids.

Recessed threaded stainless steel (CRES) drainage plugs (1 per watertight void) shall be located in the deck. All drainage plugs shall be on the same side of the module. The internal framing shall be designed with limber holes to allow all internal water to drain to a single location within each subdivision when inclined at an angle of 20 from horizontal (see table VII).

3.3.6.2 End rake modules (left, center, right). End rake modules shall be of three types; left, right, and center, and shall have integral module-to-module connectors on the squared end and both sides. The left end rake module shall have a Flexor receiver on the left and a male shear connector on the right. The center end rake module shall have a male shear connector on the left and a female shear connector on the right. The right end rake module shall have a female shear connector on the left with a Flexor receiver on the right. In addition, the end rake modules shall be as specified below. NOTE: The left and right orientations are as viewed from the squared end facing toward the end rake of the module. See Drawings 6138927, 6138928, 6139039, and 6138992 for: a.) shear connector arrangement, fit, alignment and strength requirement (The module reinforcement strength modification was design to meet a strength requirement of 100,000 lbs (the shear connector strength modifications were applied to center (serial number 171) and left (serial number 171) rake modules)). and b.) flexor pocket construction and installation details, fit, and arrangement. The flexor chute bolt pocket design must incorporate an access plate that will allow the chute bolt to be replaced if damaged. See paragraph 3.3.15.7.5 for hazard marking required on the rake end portion of these modules.

- a. Dimensions nominally 20 ft long by 8 ft wide by 4.5 ft deep, one squared end and one raked end, ISO corner fittings (4 in each top corners and 2 in the bottom corners on squared end only) IAW ISO 1161 (see 4.5.10 and 4.5.4.1).
- b. Material Steel. Yield strength (plate and structural shapes):  
36,000 50,000 psi.
- c. Plate thickness 1/4 in. minimum.
- d. Deck structure Rough Terrain Container Handler (RTCH) with rated capacity load as minimum bearing capacity. (see paragraph 4.5.4.1 for load data.)
- e. Bottom structure 3,000 psf minimum bearing capacity for beaching requirements.
- f. Weight 12,500 lbs. maximum.
- g. Connector system Integral to the module (loose parts or tag lines are not acceptable), and universal (opposite hand designs shall not be used). Rated working load; tension/compression 150,000 lbs., shear- 90,000 lbs. Flexor system shall be incorporated into the end rake modules for section end to end connection.

Recessed threaded CRES drainage plugs (1 per watertight void) shall be located in the deck. All drainage plugs shall be on the same side of the module. The internal framing shall be designed with limber holes to allow all internal water to drain to a single location within each subdivision when inclined at an angle of 20 from horizontal (see table VII).

3.3.6.3 Propulsion modules. Propulsion modules shall have integral module-to-module connectors on both sides and ends and shall be as specified below. The propulsion module shall contain an internally mounted propulsion system, fire detection and suppression systems, fuel, bilge pump, sludge holding tank (see tables III and VII).

- a. Dimensions nominally 40 ft long by 8 ft wide by 4.5 ft deep, squared ends and ISO corner fittings IAW ISO 1161 (see 4.5.10 and 4.5.4.1).
- b. Internally mounted propulsion system with an on-deck removable control station.
- c. Material Steel. Yield strength (plate and structural shapes):  
36,000 50,000 psi.
- d. Plate thickness 1/4-inch minimum.
- e. Deck structure Rough Terrain Container Handler (RTCH) with rated capacity load as minimum bearing capacity, except for soft patches, which shall be 5,000 psi (see paragraph 4.5.4.1 for load data.)
- f. Bottom structure 3,000 psf minimum bearing capacity for beaching requirements.
- g. Weight 50,000 lbs. maximum wet, including shipping rack and accessories.

Name of Offeror or Contractor: OLDENBURG GROUP INCORPORATED

- h. Connector system Integral to the module (loose parts or tag lines are not acceptable), and universal (opposite hand designs shall not be used). Rated working load; tension/compression 150,000 lbs., shear- 90,000 lbs.
- i. Minimum of three flush-mounted watertight hatches on deck for access to the internal propulsion system.
- j. Recessed threaded CRES drainage plug shall be provided for all inaccessible void areas.
- k. Below deck storage area, with flush-mounted watertight access from the deck shall be provided for onboard spares, tools, and equipment.
- l. Propulsion modules shall have three watertight voids (fuel, engineering and lazarette compartments)
- 3.3.6.4 Combination beach and sea end and causeway ferry beach end modules. Combination beach and sea end and causeway ferry-beach end modules shall have integral module-to-module connectors on squared end only, and shall be as specified below (see table VII). The CF shall be capable of deploying and retrieving the ramp ends of the CFBE by one 5th percentile female per PD paragraph 3.3.15.3. The CFBE shall have an inherent primary and secondary means of ramp retrieval to the underway position. (See 4.5.9)
- a. Dimensions nominally 25 ft long by 8 ft wide by 4.5 ft deep, 1 squared end and 1 angled ramp end, ISO corner fittings on squared end only IAW ISO 1161 (see 4.5.10, 4.5.4.1 and 4.5.4.2).
- b. Ramp slope 10 maximum, bottom shall be horizontal along full length of module.
- c. Material Steel. Yield strength (plate and structural shapes):  
36,000 50,000 psi.
- d. Plate thickness 1/4 in. minimum.
- e. Deck structure Rough Terrain Container Handler (RTCH) with rated capacity load as minimum bearing capacity. (see paragraph 4.5.4.1 for load data.)  
One-inch square traction bar on deck
- e. Bottom structure 3,000 psf minimum bearing capacity for beaching requirements.
- f. Weight 15,000 lbs. maximum for CBSE module and for CFBE module.
- g. Connector system Integral to the module (loose parts or tag lines are not acceptable), and universal (opposite hand designs shall not be used). Rated working load; tension/compression 150,000 lbs., shear - 90,000 lbs. Removable/retractable rhino horn for mating to Army/Navy lighters.
- h. Traction bars 1 inch square traction bars continuously welded on the deck at 12 in. intervals.
- i. Rhino horn The ramp surface shall have a removable/retractable rhino horn for mating to Army/Navy lighters. See drawing 6139068, Detail 37B for construction details.
- j. Drainage Recessed threaded CRES drainage plugs (1 per watertight void) located in the deck. Drainage plug(s) shall be on the same side of the module. The internal framing shall have limber holes to allow all internal water to drain to a single location within the module when inclined at an angle of 20 from horizontal. A drain hole shall be provided at the bottom of the rhino horn socket, external to the module.
- 3.3.7.18 Shipping rack. Shipping rack shall be constructed IAW Drawing FCMWT-98-699-001. All shipping racks shall comply with and be certified to the requirements of ISO 668, 1161 and 1496-1, for shipping by highway, marine and rail transport. Upon delivery, each shipping rack shall have certification documentation for the requirement of the CSC per CFR 49, Parts 450 to 453. The propulsion module and the shipping rack will make an ISOPAK that can be lifted and transported by a RTCH ( $\leq$  50,000 lb capacity). There are four shipping racks required to transport one complete powered section. Two racks for each propulsion module and two racks for the four end rake modules remaining. Additionally, the shipping rack (transporting the end rake modules) shall also store several components from the powered section. Stowage Drawing FCMWT-98-699-002 shall be used as guidance (see 4.5.10.1, 4.5.10.2, 4.5.10.3 and 4.5.10.4).
- 3.3.10 Transportability. All modules and shipping racks shall be capable of being transported by rail, highway, and water by standard ISO compatible transporters. (All containers/modules/shipping racks shall comply with and be certified to the requirements of ISO 668, 1161 and 1496-1, for shipping by highway, marine and rail transport. The containers shall also meet the USCG Specifications for military explosives, Marine Safety Manual, Vol. 6, Chapter 9. Upon delivery, each container/module/shipping rack shall have certification documentation for the requirement of the CSC per CFR 49, Parts 450 to 453.) Causeway modules shall be capable of being assembled into "ISOPAKS" for shipment and storage (see 6.4.2). Maximum ISOPAK weight shall not exceed 50,000 lbs and height of 9-6 as specified in ISO 668. Vertical twistlocks used to assemble causeway modules into ISOPAKS shall be certified for lifting load of a suitable capacity of the ISOPAKS and be stamped with the certified test load. Horizontal twistlocks (eg. Peck & Hale CTC1012) shall be used to secure the two end rake modules to each other in the ISOPAK configuration; bridge fittings (eg. Peck & Hale PH2703-13-3N) are an acceptable substitute to horizontal twistlocks. Modules and shipping assemblies shall be capable of withstanding the impact forces encountered in shipment modes. Lift slings used to lift causeway sections shall be designed to accompany the causeway modules during transport. When required (see 6.2), a transportability report shall be provided (see table VII).
- 3.3.10.1 Rail transportability. All modules and containers (including the pilothouse with shipping crate) shall be rail transportable in CONUS and NATO countries without restrictions. The modules and containers shall have a dimensional profile within the UIC Code Section V, in accordance with AAR, Sections 1 and 6, clearance outline diagram when loaded on a 50-in. high rail car (see 4.5.19).
- 3.3.10.2 Highway transportability. All modules shall be transportable on a 40 ft eight pin chassis trailer (see 4.5.20).
- 3.3.10.3 Marine transportability. When configured for marine transport, all modules shall be transportable by military/commercial ISO container compatible vessels (see 4.5.21).

\*\*\* END OF NARRATIVE C 001 \*\*\*

**CONTINUATION SHEET**

**Reference No. of Document Being Continued**

**PIIN/SIIN** DAAE07-01-D-T026/0001 **MOD/AMD** 13

**Name of Offeror or Contractor:** OLDENBURG GROUP INCORPORATED

SECTION G - CONTRACT ADMINISTRATION DATA

LINE	PRON/ AMS CD/ <u>ITEM</u> <u>MIPR</u>	<u>ACRN</u>	<u>OBLG STAT/</u> <u>JOB ORD NO</u>	<u>PRIOR AMOUNT</u>	<u>INCREASE/DECREASE</u> <u>AMOUNT</u>	<u>CUMULATIVE</u> <u>AMOUNT</u>
0011AG	P146H0752T 53554512169 A14P51691C2T	AH	2 4ZCW02	\$ 0.00	\$ 129,468.00	\$ 129,468.00
				NET CHANGE	\$ 129,468.00	

<u>SERVICE</u> <u>NAME</u>	<u>NET CHANGE</u> <u>BY ACRN</u>	<u>ACCOUNTING CLASSIFICATION</u>	<u>ACCOUNTING</u> <u>STATION</u>	<u>INCREASE/DECREASE</u> <u>AMOUNT</u>
Army	AH	21 42035000041C1C09P53554525FB S20113	W56HZV	\$ 129,468.00
				NET CHANGE \$ 129,468.00

	<u>PRIOR AMOUNT</u> <u>OF AWARD</u>	<u>INCREASE/DECREASE</u> <u>AMOUNT</u>	<u>CUMULATIVE</u> <u>OBLIG AMT</u>
NET CHANGE FOR AWARD:	\$ 7,433,583.00	\$ 129,468.00	\$ 7,563,051.00