



PO Box 1240
Larose, La. 70373

Phone: [REDACTED] Fax: [REDACTED]

Friday, July 2, 2021

Central Maritime, LLC
Attn: Mr. Anthony Anselmi
Post Office Box 217
Lockport, LA 70374

Re: M/V Elliot Cheramie

Dear Anthony:

Allied Shipyard, Inc. is pleased to submit to you the following bid price to complete the repairs as called out in your field survey date June 28, 2021 for the M/V Elliot Cheramie.

- **Total Lump Sum Price:** \$ [REDACTED]
- **Days to Complete:** [REDACTED]
- **Repairs to Begin:** 7/5/2021

Thank you for allowing Allied Shipyard the opportunity to bid on your upcoming repair job. We look forward to working with you on this project. If you have any questions or require any additional information, please do not hesitate to contact us at [REDACTED].

[REDACTED]

Anthony (Tony) Boudreaux
Vice President of Operations

DATE: June 28, 2021

GUIDELINES FOR THE REPAIRS AND/OR RENEWALS TO THE
M/V "ELLIOT CHERAMIE"

M/V "ELLIOT CHERAMIE" PARTICULARS:

The subject vessel is all welded steel US Coast Guard Certificated, offshore supply vessels having particulars as follows:

Official No.:	1064603
Length:	130.9'
Breadth:	36'
Depth:	11.5'
Gross Tons:	443 ITC GT/90 GRT
Net Tons:	132 ITC NT/50 NRT
Built:	1998
Owners:	Cheramie Marine, LLC

General:

The damages sustained as noted herein as result of an allision on June 25, 2021.

The vessel can be inspected at Superior Shipyard and Fabrication, Inc. facilities Golden Meadow, LA.

- A. These guidelines are for the repairs and renewals to be effected on the above named M/V "ELLIOT CHERAMIE, now lying dry docked at Superior Shipyard and Fabrication, Inc. facilities in Golden Meadow, LA
- B. It is understood and agreed by contractors that repairs herein implied are to be carried out and completed in all details connected therewith and that the workmanship and materials must be of the best quality throughout and the materials, etc. must conform and that repairs in every respect must be made under the supervision and to the entire satisfaction of the owner, and his underwriter's representative.
- C. If any disputes or differences of opinion shall arise relative to or concerning these guidelines or the meaning thereof, such disputes shall be left to the decision of the owner & underwriter's surveyors at interest, whose decision shall be final and binding on all parties.

- D. Any part recommended to be renewed which can be restored to its original condition by fairing, etc., also any parts recommended to be removed for fairing which can be faired in place to the satisfaction of the underwriters' surveyors and owner will be accepted; on the other hand, any part found broken or broken in course of removal or fairing or reinstalling are to be renewed by the contractor at his expense.
- E. Scrap generated by the repairs to become the property of the contractor and is to be legally disposed of according to local, state and federal regulations.
- F. Contractor is to fully protect the vessel and the vessel's owner and underwriters for any claims for injury by workmen, also for any damages done to the vessel, her machinery or fittings while subject vessel is undergoing repairs and renewals.
- G. Any particulars, for work involved are given for the guidance of the contractors only. Contractors, however, are enjoined to take their own particulars and dimensions and are to be responsible for same, as the intent of these guidelines is to restore the vessel, insofar as damages are concerned, to the same good condition as she was reported to have been in prior to the allision on June 25, 2021.
- H. Bid tenders are to be given in a lump sum price for all work specified or implied, the lump sum price to include the cost of all wharf age charges, charges for night and day watchmen, shoring, shifting or moving the vessel by the repairers at their works, also the cost of transporting the vessel from where she now lies to the works of the successful contractor, including the cost of all necessary temporary repairs, towages, riding crews and all other expenses connected therewith.
- I. Bidder will not be responsible to deliver subject vessel to their repair facility. The vessel can transit under its own power.
- J. The lump sum price is to include all charges for labor, tools, air, lights, steam, machinery, legal disposal of all waste generated by or associated with this repair hazardous or non-hazardous, supervision and any other item of equipment or service which may be required in carrying out these repairs, inclusive of movement from where the vessel now lays, to the facility of the successful bidder.
- K. The contractor's time and liability to commence immediately upon the acceptance of his bid tender and to cease when all repairs, renewals,

replacements and trials have been completed and he has removed all his equipment, tools and appliances and all dirt, etc., from the vessel and handed the vessel over to the owner, ready for service.

- L. Owner reserves the right to reject any and all bids.
- M. After the low bidder is established, the successful contractor is to furnish the owner and the underwriter's surveyors with an itemized breakdown of prices immediately or, in no case, not later than twenty-four (24) hours after the opening of the bids and/or the award of the contract.
- N. Owner reserves the right to cancel any or all items or items in these guidelines and to receive a credit allowance for all items cancelled.
- O. Any item or items of repair discovered during the course of repair or which the contractor is listing as an extra requiring additional cost, shall be set forth immediately and a separate cost established and agreed to by all interested parties, prior to this work being undertaken. Any work undertaken without the written agreement of the surveyor will be considered included in the original bid price.
- P. On behalf of the owners, bid tenders are to be sealed and addressed as follows:

Repair/renewal Bid - M/V "ELLIOT CHERAMIE"
c/o CENTRAL MARITIME, L.L.C.
P.O. Box 217
Lockport, Louisiana 70374
Email: [REDACTED]
FAX: [REDACTED]

Bid tenders will be publicly opened and tabulated at the office CENTRAL MARITIME, L.L.C., located at 5575 HWY 1 Lockport, Louisiana 70374, at 1200 hours on July 2, 2021.

- Q. Telephoned bids will be accepted; however, written confirmation of bid price must follow.
- R. Again, contractors are enjoined to take their own dimensions, sizes, etc., as far as practicable, so as to restore the vessel to the same condition she enjoyed prior to subject casualty. All dimensions given in the repair guidelines are approximate.

- S. Successful bidder will be asked to provide item costs after award of bid.
- T. The contractor is to insure the vessel for \$1,200,000.00, less the amount of his bid tender, and is to keep the vessel covered by insurance from the time the contractor takes the vessel, until the time required by the contractor to complete the repairs as set forth in these guidelines in continuous running calendar days.
- U. Should the contractor exceed the time agreed on in his contract for carrying out the repairs, renewals, replacements, trials, etc. specified or implied, as outlined in these guidelines, the sum of \$500.00 per day is to be paid by him to the owner as liquidated damages for every day in excess of the time named by him for completion of this contract.
- V. Bid tenders are to be drawn up in the following form:

We hereby agree to faithfully carry out and complete all repairs, renewals, and replacements to M/V "ELLIOT CHERAMIE", and to abide by all the conditions, expressed or implied, for the lump sum price of \$ [REDACTED] and to complete the same in [REDACTED] calendar days. Repairs to commence at the repairer's facility no later than July 5th, 2021. These sums reflect and include any and all applicable state and local sales taxes.

- W. Additional damages found during the course of repair are to be established at a lump sum price per each additional item. Same to be tabulated upon discovery with owners and/or the owners/underwriters surveyor present.

Found:

- 1. In way of the focsle deck and forepeak ballast water compartment, the soft nose is set to the port 0-3', set in sharp at the starboard side. The soft nose is buckled and soft nose is crimped, buckled and distorted over its full height and width, extending down into the forepeak compartment.

Recommended:

- 1. To be cropped and renewed as original according to the original drawings and design (approximate sizes):

One (1) soft nose steel formed plate bulwark insert, estimated 20' transversely at the upper end of the bulwarks, estimated 16' transversely at the lower end connection at

the focsle deck, x 60" height x estimated 3/8" thick steel form plating.

In way of the forepeak compartment, one (1) soft nose steel formed plate insert, estimated 16' the upper end of the compartment, approximately 24" at the lower end of the compartment, x estimated 10'-6" height x estimated 3/8" thick steel form plating.

One steel formed 4" diameter schedule 80 steel pipe soft nose bulwark cap, 28' long.

Two (2) 57" tapered to 29" longitudinal x 54" vertical x 3/8" thick steel plate longitudinal soft nose deck and anchor chute roller supports.

One (1) 8" diameter steel roller assembly.

One (1) 4' longitudinal x 9' transversely x 3/8" thick steel flat plate soft nose deck with 4" x 3/8" steel flat bar trim.

Anchor to be removed and reinstalled after repairs are completed.

Shipyard to review drawing provided by the owners to effect repairs as original.

2. In way of the focsle deck, the bulwarks from aft of the soft nose weld seam is set in, distorted and buckled over a 90" length at the port side and 6' length at the starboard side.

2. To be cropped and renewed as original according to the original drawings and design (approximate sizes):

One (1) 54" tapered to 52" high x 8' long x 5/16" thick steel flat plate port bulwark insert.

One (1) 4" diameter, schedule 80, steel pipe bulwark cap insert, 8'-6" long.

Two (2) 8" tapered to 3" at upper end x 3/8" thick, steel formed plate bulwark stanchions, each estimated 52" high.

One (1) 54" tapered to 52" high x 7'-6" long x 5/16" thick steel flat plate starboard bulwark insert.

One (1) 4" diameter, schedule 80, steel pipe bulwark cap insert, 8' long.

Two (2) 8" tapered to 3" at upper end x 3/8" thick, steel formed plate bulwark stanchions, each estimated 52" high.

18" high x 1/4" thick steel vessel name letters as follows:

Port Side:

Eleven (11) total at port side.

E-L-L-I-O-T C-H-E-R-A

Starboard Side:

Eight (8) total at starboard side.

C-H-E-R-A-M-I-E

Forepeak vent to be removed and reinstalled at port side to affect repairs.

Shipyard to review drawing provided by the owners to effect repairs as original.

3. The focsle deck is buckled 0-10", over an approximate area of 5'-6" longitudinally x 14' transversely, commencing at the bow stem extending aft 5'-6" x its full width.

Double bitt is set aft 0-3' at the upper end in way.

3. To be cropped and renewed as original according to the original drawings and design (approximate sizes):

One (1) 11' longitudinally x 23' transversely x 3/8" steel flat plate focsle deck insert, to be cropped from the bow stem to the first transverse weld seam, approximately 7'.

Three (3) 3" x 4" x 5/16" steel transverse deck angle frames, 18' long to approximately 4' long.

Two (2) 8" diameter schedule 80 steel pipe bitts, with doubler plate and supports, and one (1) each 4" diameter x 9" long, steel round bar bitt horns.

Shipyard to review drawing provided by the owners to effect repairs as original.

4. In way of the forepeak ballast water compartment, the soft nose and port and starboard side shell plating is set in and crushed over the full height of the upper compartment, extending approximately 12' at the port side and 10' at the starboard side.

The port and starboard side shell plate is torn approximate 5" vertically x 4' longitudinally.

Center line swash bulkhead is distorted and buckled over its full height, commencing at the soft nose extending aft 9'.

4. To be cropped and renewed as original according to the original drawings and design (approximate sizes):

One (1) 10' x 12' steel flat plate starboard side shell plate insert, with 100% weld. Area to be cropped from the soft nose vertical weld seam aft 10'.

Vertical angle frames to be cropped as original (approximate sizes below):

No.1 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 48" long.

No.2 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 60" long.

No.3 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

No.4 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

Four (4) 12" x 12" x 5/16" vertical frame brackets.

One (1) 11'-6" x 12' steel flat plate port side shell plate insert, with 100% weld. Area to be cropped from the soft nose vertical weld

seam aft 10'.

Vertical angle frames to be cropped as original (approximate sizes below):

No.1 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 48" long.

No.2 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 60" long.

No.3 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

No.4 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

No.5 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

No.6 vertical frame 3-1/2" x 5" x 5/16" steel angle frame, 10'-5" long.

Six (6) 12" x 12" x 5/16" vertical frame brackets.

Soft nose steel shelf frames as follows:

Two (2) 44" x 60" x 3/8" steel formed plates with 3" web, upper shelf frames.

Two (2) 50" x 58" x 3/8" steel formed plates with 3" web, middle shelf frames.

Two (2) 36" x 33" x 3/8" steel formed plates with 3" web, lower shelf frames.

One (1) 24" x 32" x 1/2" steel flat plate upper-level deck plate insert.

One (1) 9' x 12' x 3/8" steel flat plate longitudinal swash bulkhead insert, with two (2) 18" diameter lighting holes.
Two (2) 3" x 4" x 5/16", 12' long each, bulkhead vertical steel angle frames.

The 6"x 1-1/2" steel keel bar was inspected does not appear damaged; however, the weld seam connection to be tested for fractures.

In way of the lower portion of the forepeak compartment the following to be cropped and renewed as original (Approximate sizes)

One (1) 4' longitudinal x 32' vertical x 3/8" steel flat plate starboard side shell plate insert, from the bow stem extending aft, from the upper chine extending up, with 100% weld.

Soft nose steel shelf frame as follows:

One (1) 51" x 85" x 3/8" steel flat plate No.1 shelf frame in the lower portion.

Shipyard to review drawing provided by the owners to effect repairs as original.

5. Propulsion engines, reduction gears and bow thruster engine possibly damaged as a result of the impact. Readings were taken at the port and starboard couplings. The starboard side reportedly was misaligned .010 of an inch. It is recommended that the reduction gears and propulsion engines be inspected for the potential shock load.

6. Aluminum storage box at main deck support leg is bent and distorted.

7. The vessel sustained shock due to an abrupt stop, which could have affected the underwater gear.

5. Owners will engage an alignment company to check the alignment of the engine packages.

If additional damages are uncovered a supplemental survey to be conducted.

Shipyard not to bid on this item, this item will be performed on time and material basis.

Correction to the misalignment at the starboard side to be determined after the propeller shaft alignment aft of the strut is determine.

6. Supports legs to be repaired as original.

7. It is recommended that vessel be dry docked and the port and starboard propeller shafts to be dial indicated for straightness. This will require the port and starboard propellers to be removed and reinstalled to effect testing efforts. Reading to be taken aft of the strut.

Shipyard not to bid on this item, this item will be performed on time and material

basis.

The undersigned to be contacted with the results.

A supplemental survey to be conducted if deficiencies are uncovered at the underwater gear.

8. Propulsion engine and generator engines exhaust hangers and flange bolts may have experienced shock load as a result of the impact.

8. Exhaust blankets to be removed to accommodate exhaust piping and hanger inspection.

If damages are uncovered a supplemental survey to be conducted.

NOTES:

- A. Vessel transit under its own power, owner will provide fuel charges for delivery as a separate cost
- B. Vessel steamed, cleaned and gas freed prior to arrival at shipyard. (Owner to submit separate invoice.)
- C. Necessary dewatering, gas freeing to effect repairs.
- D. Necessary chemist and gas free certificate of working area and competent person to maintain certificate, as per OSHA regulations.
- E. Necessary dry docking to effect repairs.
- F. Necessary towboats and labor to be provided to shift vessel on and off dry dock.
- G. Necessary removals and replacements to effect repairs.
- H. Necessary erection and removal of staging to effect repairs.
- I. Necessary fairing old to new to effect repairs.
- J. Necessary testing of repairs.

- K. All new and disturbed work to be recoated as original. Owner to provide coating specifications to repair facility.
- L. Necessary floating equipment to effect repairs.
- M. Necessary dock trial to be conducted upon completion of repairs. Minimum four (4) hour sea trial to be carried out prior to the vessel re-entering service.
- N. The following dry dock and/or in-yard services to be supplied, including hookup and disconnection, as applicable: fire lines, fire watch, competent person and shore power.
- O. All necessary men and materials to effect the foregoing repairs and notes.
- P. Necessary Ship Repairer's Liability Insurance.
- Q. Scrap to become property of contractor.
- R. All repairs to be to the satisfaction of regulatory agencies, the owners, US Coast Guard and ABS.
- S. Repairers to take their own measurements and notes; this write up to serve as a guide only.
- T. If additional damages are uncovered during the course of repairs or a deviation and/or expansion of the repair scope is reportedly required, all interested parties to be notified prior to commencing repairs.

SURVEYOR'S NOTES:

If additional damages are uncovered during the course of repairs and additional inspections are carried out, the undersigned reserves the right to amend and/or supplement these guidelines accordingly.

Guidelines made signed and submitted without prejudice to rights and/or interest of whom it may concern.

Attending Surveyor:

T. Anselmi

Central Maritime, L.L.C.

[Redacted]

Tim Anselmi, Principal Marine Surveyor
NAMS-CMS



Dino Cheramie

(Print Name)

6/28/2021

(Date)

CEO

(Position)

Cheramie Marine, LLC

(Company Name)

[Redacted Signature]

(Signature)

Enclosures:

1. Drawing 097G0101

2. Drawing 097G0301
3. Drawing 097S0201
4. Drawing 097S0301
5. Drawing 097G0401
6. Drawing 097s0501