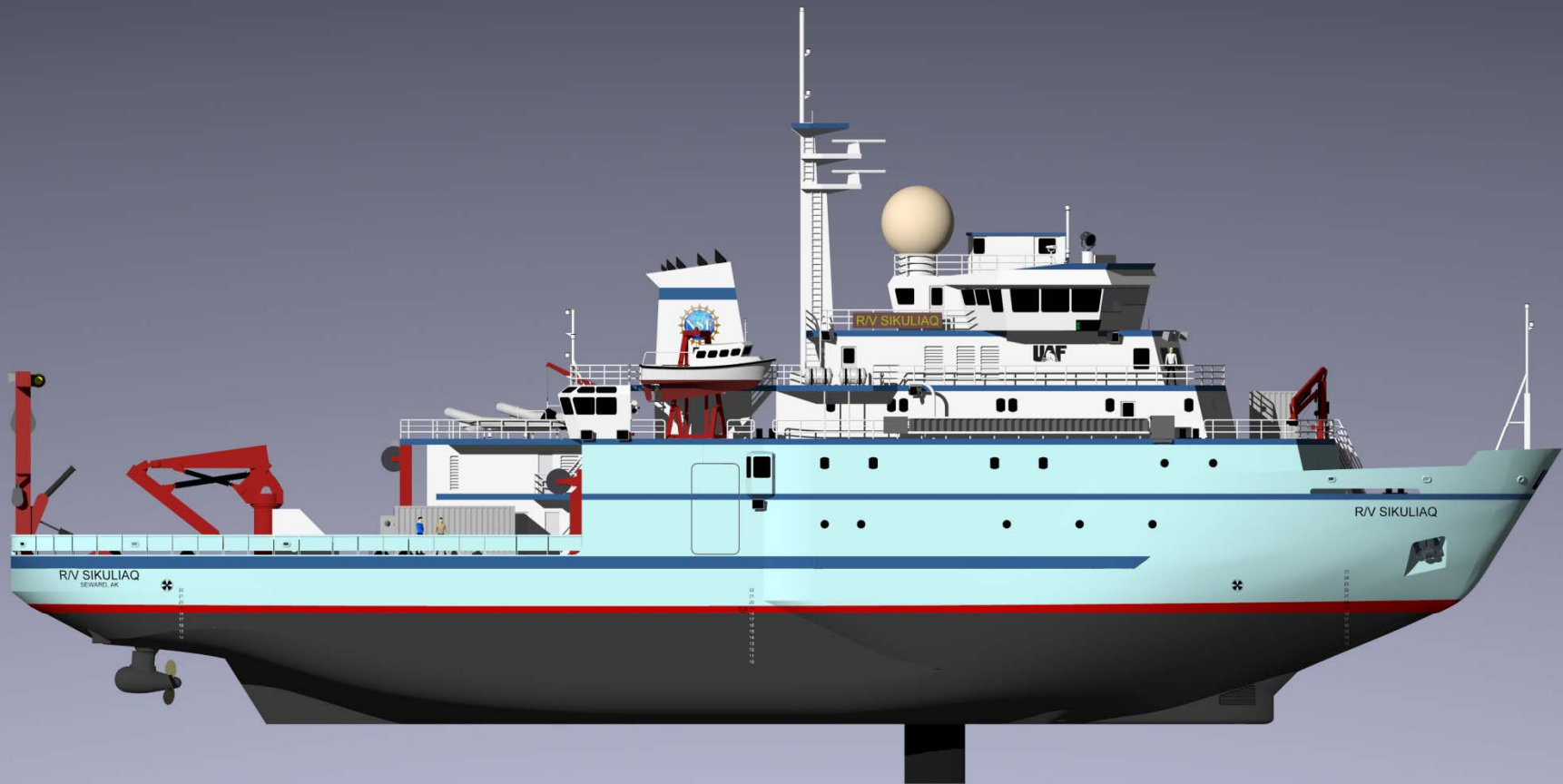
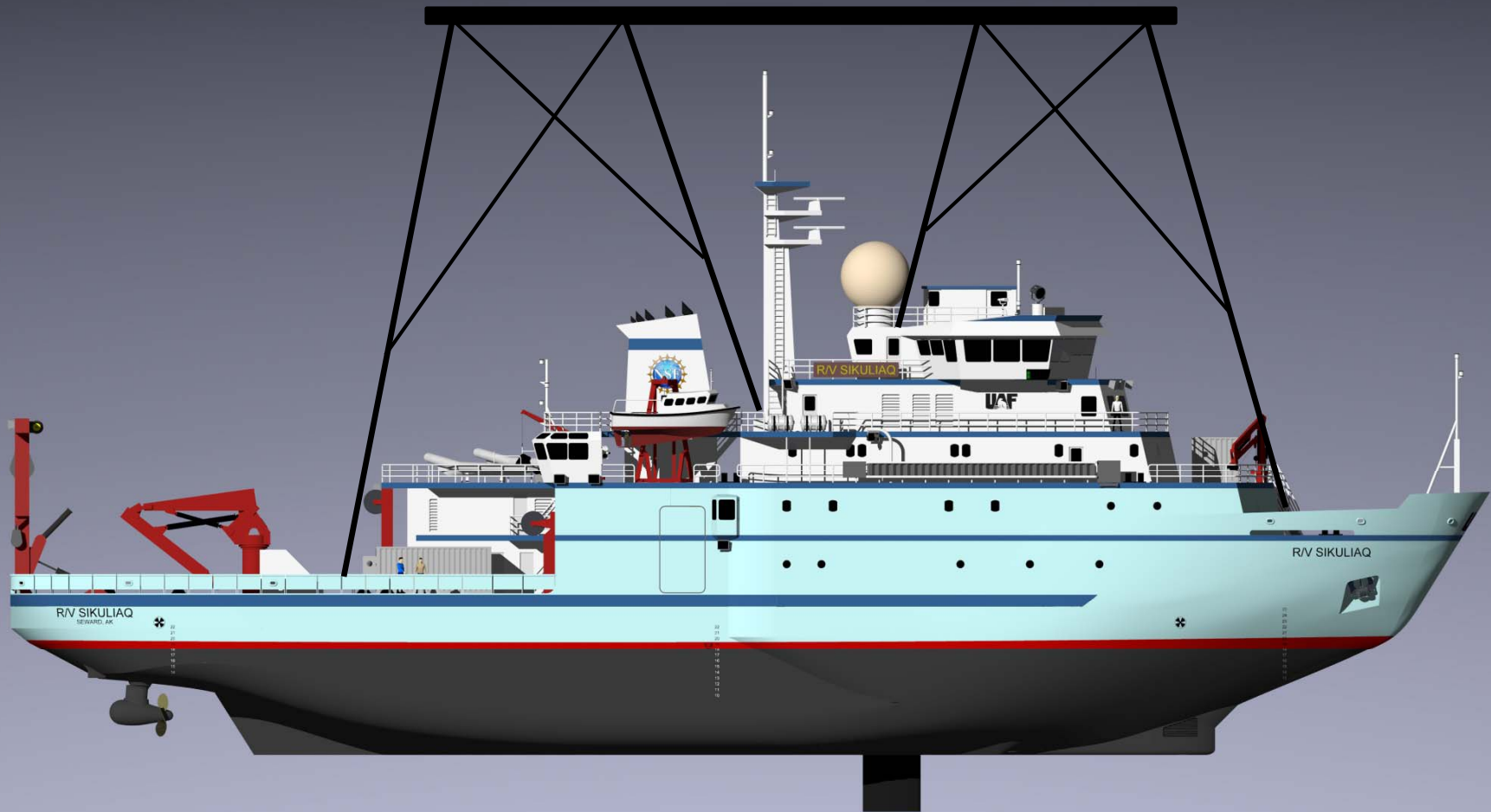


R/V SIKULIAQ



RESEARCH VESSEL SIKULIAQ

Solution to the Incubator Problem



RESEARCH VESSEL SIKULIAQ

SIKULIAQ SCHEDULE

What has happened to date?

- October 2008 Final Design Review
- August 2009 Z-drive contract with Wartsila
- December 2009 Shipyard contract with Marinette Marine Corporation
- 7 January 2010 shipyard contract start date
- Well into design verification



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Design Verification?

- Design Verification and Transfer is a joint review by UAF and the shipyard to work out potential design issues, production problems, or integrate improvements. The intent of the Design Verification and Transfer is to:
 - Verify that the contract drawings and specifications are functional, producible, and current.
 - Resolve any necessary drawing and specification changes as they become apparent during the process of review
 - Transfer the contract design responsibility to the Contractor with the fullest possible knowledge of their content and intent
- MMC is using Guido Perla & Associates in Seattle
- UAF has retained Glosten Associates in Seattle



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Update to Project Baseline Scope

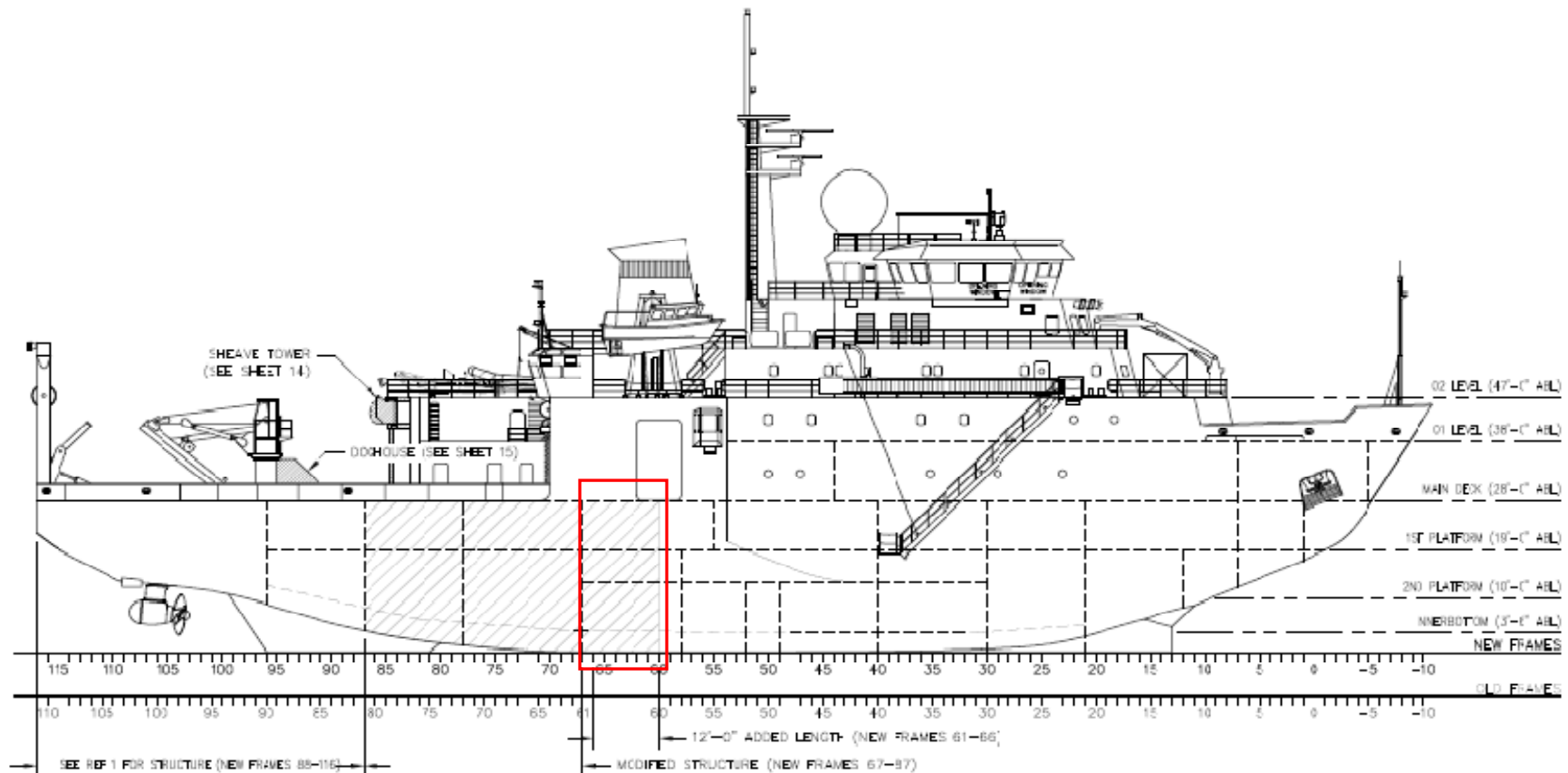
Changes From FDR

- Tractor Z-drive units
 - Extended skeg forward into the keel
 - Rounded the lower edge of ice knife
- Minor regulation change
- Awarded hull option to lengthen 12 feet and add an anti-roll tank
- Improved mess deck arrangement
- Bidder question changes
- Award of the options



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Description of Optional Vessel Lengthening

The main modifications with the option are: lengthen the vessel by 12 feet and incorporate a controlled passive anti-roll tank.

The 12 foot lengthening is accomplished by adding 12 feet of parallel mid-body, main deck and below, aft of frame 60. The machinery space remains the same length with the aft bulkhead at frame 67. Spaces aft of frame 67 and forward of frame 96 have a revised configuration.

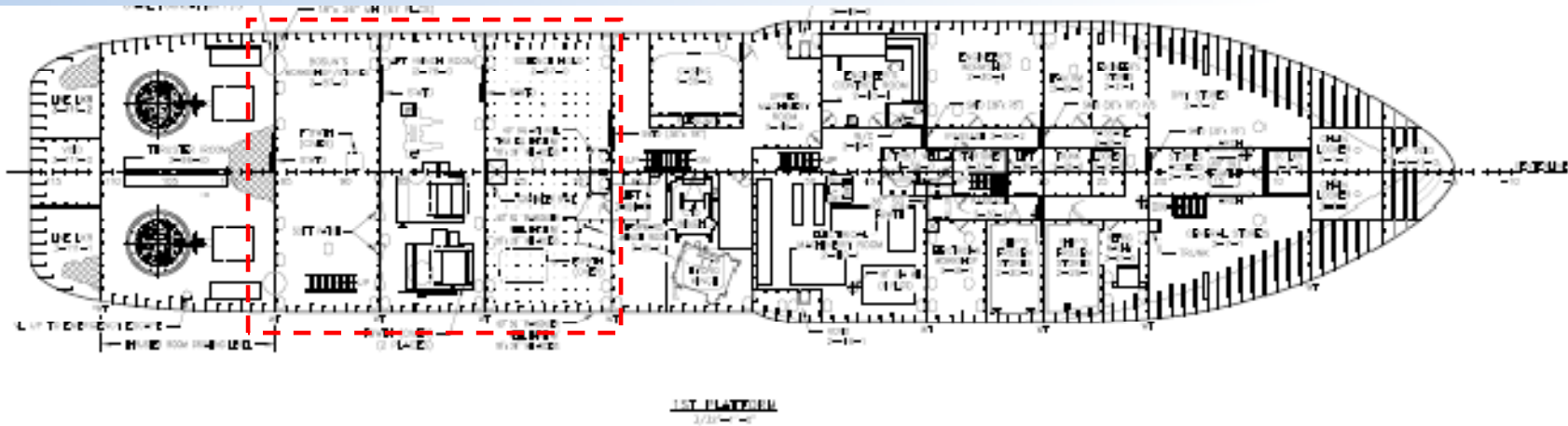
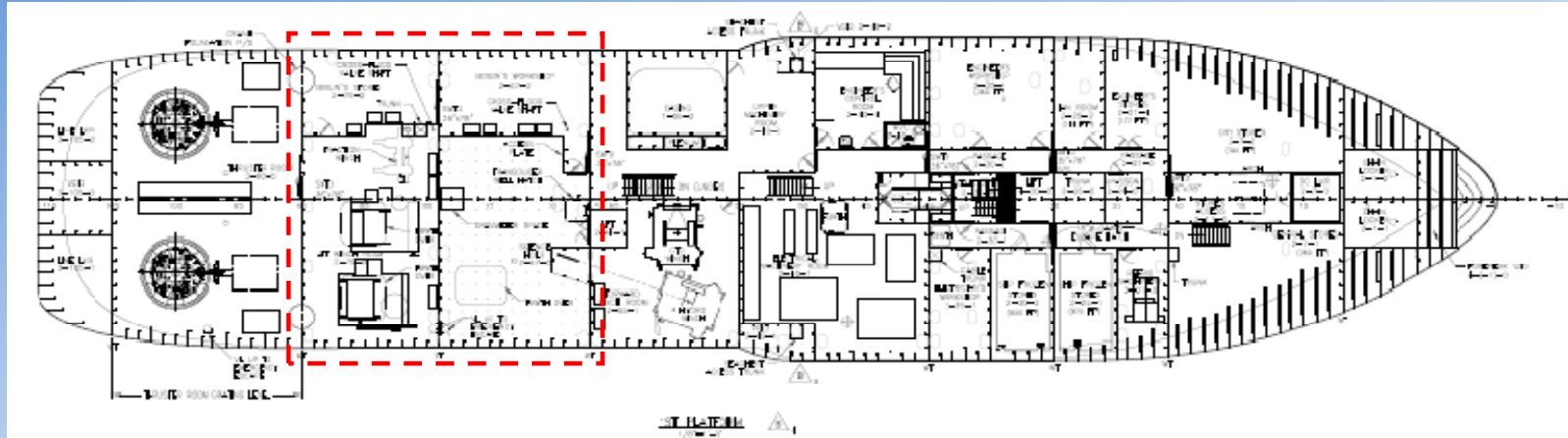
A U-shaped anti-roll tank is located between the 1st platform and innerbottom, from frame 67 to frame 78, inboard of the wing bulkheads. Space for the anti-roll tank equipment is provided between the 1st and 2nd platforms from frame 67 to frame 73 and from centerline to 13 feet port of centerline.

This drawing package, together with the specifications for the option, illustrates the changes associated with the lengthening to support development of cost proposals.



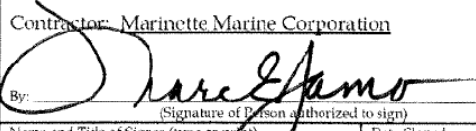
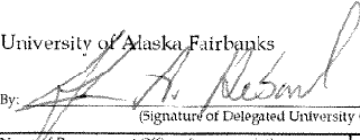
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Award/ Contract	Contract Number	Contract Performance Start Date	Required Delivery/Completion Date	Page 1 of 994	
	UAF 10-0040	January 7, 2010	January 22, 2013 Purchasing Request Number		
Issued By University of Alaska Fairbanks Procurement & Contract Services P.O. Box 757940 Fairbanks AK 99775-7940		Submit Invoices To University of Alaska Fairbanks Accounts Payable PO Box 757920 Fairbanks, AK 99775-7920		Accounting Data	
Contractor Marinette Marine Corp. 1600 Ely Street Marinette, WI 54143		Ship To/Mark For N/A		Delivery: FOB Marinette Pier	
Item	Title and Description of Supplies/Services	Quantity	Unit	Unit Price	Amount
1	<p>Construction of the Alaska Region Research Vessel, with lengthening option, pursuant to the terms and conditions of University Request for Proposals No. 09P0017JH and Marinette Marine's technical and cost response thereto. The following optional items are included in the Contract Line Item:</p> <p>RIB Work Boat, per Specification Section 583.3 EM302 0.5 degree option per Specification Section 722.2.1 TOPAS 15-18 kHz option per Specification Section 722.3.1 TOPAS 30-42 kHz option per Specification Section 722.3.2 EMS710S 0.5 degree Option per Specification Section 722.6.1 EMS710 Full Performance Option per Specification Section 722.6.2</p> <p>Contractor certifies that all licensing and insurance required by law and by the terms and conditions of University Request for Proposals No. 09P0017JH shall remain in effect throughout the entire performance period. Contractor shall provide a certificate of insurance meeting the requirements in Shipyard Contract General Provision 107-1.13 prior to the performance of work on this contract. In addition the Contractor shall provide performance, payment, and warranty bonds, or irrevocable letters of credits as required by Shipyard Contract General Provision 103-1.04.</p> <p>The contents of University Request for Proposals and Request for Cost Proposals No. 09P0017JH, Marinette Marine's technical offer dated May 21, 2009 and cost proposal dated October 28, 2009 are hereby incorporated into this contract by reference, unless superceded by negotiated changes included herein.</p> <p>University Contract Administrator: Gary Smith, ARRV Project Director, phone 907-209-1599, email gsmith@alaska.edu. ARRV Contracting Officer, John Hebard, UAF Director of Procurement and Contract Services, phone 907-474-6831, email john.hebard@alaska.edu.</p>	1	Vessel	\$123,179,168	123,179,168
Total Amount of Contract				Estimated \$123,179,168	
<p>CONTRACTOR'S NEGOTIATED AGREEMENT: (Contractor is required to sign this document and return all copies to issuing office.) Contractor agrees to furnish and deliver all items or perform all the services set forth or otherwise identified above and on any continuation sheets for the consideration stated herein.</p> <p>Contractor: <u>Marinette Marine Corporation</u></p> <p>By:  (Signature of Person authorized to sign)</p>			<p>AWARD: You: offer on Solicitation No. <u>09P0017JH</u>, including the additions or changes made by you, which additions or changes are set forth in full herein, is hereby accepted as the items listed above and on any continuation sheets.</p> <p>University of Alaska Fairbanks</p> <p>By:  (Signature of Delegated University Official)</p>		
Name and Title of Signer (type or print)		Date Signed	Name of Procurement Officer (type or print)		Date Signed
Marc E. Jamo Contracts Manager		12/18/2009	John A. Hebard, C.P.M. Director of Procurement		12/18/09

\$123,179,168

KS



MARINETTE MARINE CORPORATION SHIPYARD MARINETTE, WISCONSIN



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SIKULIAQ SCHEDULE

What Does the Future Look Like?

Design Verification and Transfer	January to July 2010
Start Fabrication	October 2010
Keel Laying	February 2011
Z-drives Delivered to Shipyard	December 2011
Move from assembly building	Early April 2012
Launch	April 2012
Builder's Trials	October 2012
Acceptance Trials	November 2012
Delivery	January 2013
Post Delivery Dockside/Training	February/March 2013
Transit and Science Trials	April to mid-June 2013
Inport Seward	mid-June to mid-July 2013
Ice Trials	mid-July to August 2013
Inport and Drydock	September 2013
NSF Inspection	October 2013



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RN SIKULIAQ

UAF