

**Request for Consultant Qualifications
(RFQ # 2022-01)**

**For the
Port of Newport
International Terminal RORO Dock Piling Inspection
and Analysis**

**Issue date:
May 16, 2022**

**Closing location:
600 SE Bay Blvd., Newport, OR 97365**

Closing date and time:

**Electronic copies of your response must be received
by 3:00 p.m. Pacific Standard Time on June 20, 2022**

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May 16, 2022

To: Applicant

RE: Request for Consultant Qualifications (RFQ 2022-01) for the piling inspection and analysis on the Newport International Terminal RORO Dock

Dear Applicant:

The Port of Newport (PON) invites you to submit a Statement of Consultant Qualifications (SOCQ) to provide a condition assessment, comparative analysis (based upon previous data), and repair plan for service life extension of the pilings that support the RORO Dock at the Newport International Terminal. The selected consultant may continue on with project management through the construction phase in FY 2023-24. The Port will proceed with this project pending approval of the budget for the applicable fiscal year.

To receive full consideration and to be invited to submit a final proposal for this work, please submit a Statement of Consultant Qualifications (SOCQ) meeting the submittal requirements as stated in this document by June 20th, 2022 to the following address:

Attn: Aaron Bretz, Director of Operations
Port of Newport
600 SE Bay Blvd.
Newport, OR 97365
abretz@portofnewport.com

Requests for Proposals will be provided to the most qualified candidates. We look forward to receiving a SOCQ from you. If you have any questions regarding this request, please contact Aaron Bretz, Director of Operations. [Inquiries should be submitted in writing or via email no later than June 13th.]

BACKGROUND

The Newport International Terminal was renovated in 2011, which included extensive work to the pier. The existing RORO dock was left in place, and the new pier was built around it. At the time that the pier was renovated, this section was assessed and repairs were completed to extend the life of the pilings. The Port is seeking qualified consultants to perform a new piling assessment and a comparative analysis using the data from the last assessment as a baseline, then to prepare a detailed repair plan to include a cost estimate for the recommended repairs. We are seeking project oversight and permitting consulting through the end of the construction phase. The total number of pilings to be inspected will be no more than 51.

RFQ SUBMITTAL REQUIREMENTS

Please submit your Statement of Consultant Qualifications by **June 20th, 2022 by 3:00 p.m.** in accordance with the following requirements. The word “Respondent” in this document means an individual, an organization or a firm that submits, or intends to submit, a response.

1. *Statement of Consultant Qualifications:* The Statement (including the transmittal letter) **shall not exceed a total of 5 pages**. Resumes and references shall be included in an appendix and are not counted as part of the five pages. Documents must be submitted by email.

2. *Transmittal Letter:* The Statement of Qualifications shall be transmitted with a cover letter describing the respondent’s interest in providing consulting services to the PON. The cover letter should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized to negotiate a contract with PON shall sign the cover letter. Address the cover letter and the Statement of Qualifications as follows:

Aaron Bretz, Director of Operations
Port of Newport
600 SE Bay Blvd.
Newport, OR 97365

3. *Piling analysis questionnaire:* Please answer the following **four questions** to the best of your ability regarding your experience as it relates to this request for qualifications.
 - a. What experience do you have with structural analysis of steel marine pilings? *Provide specific examples and contact information, if applicable.*
 - b. What experience do you have with drafting repair plans on marine structures? *Provide specific examples and contact information, if applicable.*
 - c. What experience do you have in project management of in-water inspections and repairs? *Provide specific examples and contact information, if applicable.*
 - d. What experience do you have with attaining permits for in-water construction work on the Oregon Coast? *Provide specific examples and contact information, if applicable.*

SELECTION CRITERIA

The Port's objective is to effectively and objectively evaluate the direct industry-related experience of all the Statements of Consultant Qualifications submitted in a timely manner. The Statement will be evaluated and scored on a 100-point total basis using the following criteria:

1. Expertise in work tasks stated in the project background.
2. Experience with similar types of projects and industry knowledge.
3. Satisfaction of previous clients (if applicable).
4. Flexibility and availability of the respondent's schedule.
5. Fee rates and structure; forecasted total consultant fees

Two or more respondents may be invited to interview by phone between **June 20th – 27th, 2022**.

PON staff will provide the appropriate notice and schedule for interviews. The selection panel will make a recommendation to Port of Newport Commissioners and staff for a final selection of the most qualified respondent based primarily on technical expertise and experience in conducting similar work. Once the top candidate has been selected, PON staff will negotiate a services contract with the selected candidate.

SELECTION PROCESS AND PROJECT SCHEDULE

Project Timeline

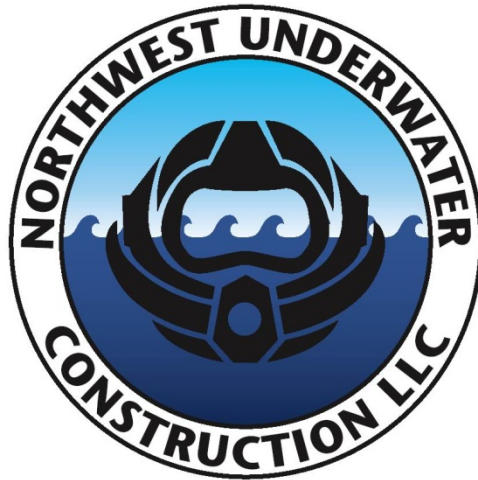
The following timetable outlines the anticipated schedule for the project. The timing and the sequence of events resulting from this request for qualifications may vary and shall ultimately be determined by the selected consultant and PON staff.

DATES	EVENTS
May 16 – June 20, 2022	Advertisement RFCQ
June 20, 2022	3:00 p.m. PST deadline for submittal of RFQ for full consideration
June 20– 27, 2022	Interviews
July 27, 2022	Notice to Proceed
December 1, 2022	Completion Date

Project Deliverables

At the end of the project duration the Port of Newport will receive the following deliverables:

- A factual evaluation of the current structural state of the RORO Dock Pilings
- A comparison of the current state of the pilings vs. their condition in 2011
- Suggestions for potential repair options with estimations of the serviceable future for each solution if necessary
- Cost estimates for each potential solution
- A comprehensive report to include underwater imagery formatted for easy public presentation



Port of Newport

Roll On -Roll Off Dock Piling Inspection

Report Date:
December 6, 2011

Prepared For:
Natt McDougall Company

Prepared By:
Northwest Underwater Construction, LLC (NUC)
NUC Project No. 111012





December 6, 2011

Scott Zorza
Natt McDougall Company
20182 SW 112th Ave
Tualatin, OR 97062
(503) 783-0620

Introduction

Northwest Underwater Construction (NUC) performed inspection diving operations on December 1st and 2nd, 2011 at the Roll On – Roll Off dock at the Port of Newport, Oregon in general accordance with the U.S. Coast Guard (USCG)-accepted Association of Diving Contractors International, Inc. (ADCI) Consensus Standards for Commercial Diving and Underwater Operations.

Project Location

The Roll On – Roll Off dock is located on Yaquina Bay at Mclean Point off of Yaquina Bay Road in Newport, Oregon. GPS coordinates are 44 degrees 37.5N by 124 degrees 2.02W.

Work Scope

The NUC scope of work consisted of inspecting the existing steel piles under the dock, and performing ultra sonic thickness (UT) readings of four representative piles of a total of 41 piles visually inspected. Documentation of the underwater work was done using an underwater video system and recorded on DVD for subsequent viewing by the project Dive Supervisor, Chris Calero, and the client, Scott Zorza.

Inspection Methods

NUC inspected the external surface of 41 piles on Bents B through G on rows 3 through 10. Bent A and rows 1 and 2 were excluded from the inspection because these piles are to be removed. During the inspection, NUC chose four representative piles F-5, F-6S, G6, and G8; dredged two feet below mud line and removed marine growth and corrosion from the piles surface. This enabled ultra sonic thickness readings of the steel to be performed at 6" intervals 90 degrees apart starting two feet below mud line and continuing up the pile to five feet above mud line. From there the pile was inspected at five foot intervals at four locations 90 degrees from each other, starting at 10 feet above mud line and continuing up to the pile cap. The tool used to determine steel thickness was a Cygnus 1 Underwater Ultra Sonic thickness gauge serial number 001-7130. The tool was calibrated on the surface prior to use underwater on the provided calibration block with a correct reading of .500 or half an inch.



Visual Inspection Findings: 41 Steel Piling

Bent/Pile #	Corrosion	Marine Growth	Inspection Findings
Bent B/3	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent B/4A Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent B/4B	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent C/3S Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent C/3C	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent C/3N Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent C/4	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent C/5A Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent D/3	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent D/4	20% coverage; light	80%; hard-barnacles	Pile in Good condition
Bent D/5	20% coverage; light	80%; hard-barnacles	Pile in Good condition
Bent D/6A Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent D/6B	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent E/3	20% coverage; light	80%; hard-barnacles	Pile in Good condition
Bent E/4	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent E/5	15% coverage; light	85%; hard-barnacles	Pile in Good condition
Bent E/6	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent E/7A Batter	10% coverage; light	90%; hard-barnacles	Pile in Good condition
Bent E/7B	10% coverage; light	90%; hard-barnacles	Pile in Good condition



Bent F/3S Batter	5% coverage; light	95%; mixed marine growth	Pile in Good condition
Bent F/3C	5% coverage; light	95%; mixed marine growth	Pile in Good condition
Bent F/3N Batter	15% coverage; light	85%; mixed marine growth	Pile in Good condition
Bent F/4	5% coverage; light	95%; mixed marine growth	Pile in Good condition
Bent F/5	15% coverage; light	85%; mixed marine growth	Pile in Good condition
Bent F/6S Batter	15% coverage; light	85%; mixed marine growth	Pile in Good condition; Fracture in concrete at pile cap
Bent F/6C	5% coverage; light	95%; mixed marine growth	Pile in Good condition
Bent F/6S Batter	20% coverage; light	80%; mixed marine growth	Pile in Good condition; Fracture in concrete at pile cap
Bent F/7	10% coverage; light	90%; mixed marine growth	Pile in Good condition
Bent F/8	10% coverage; light	90%; mixed marine growth	Pile in Good condition
Bent F/9A Batter	5% coverage; light	95%; mixed marine growth	Pile in Good condition
Bent F/9B	10% coverage; light	90%; mixed marine growth	Pile in Good condition
Bent G/3	10% coverage; light	90%; heavy marine growth	Pile in Good condition
Bent G/4	5% coverage; light	95%; heavy marine growth	Pile in Good condition
Bent G/5	5% coverage; light	95%; heavy marine growth	Pile in Good condition
Bent G/6	5% coverage; light	95%; heavy marine growth	Pile in Good condition
Bent G/7	5% coverage; light	95%; heavy marine growth	Pile in Good condition
Bent G/8	10% coverage; light	90%; heavy marine growth	Pile in Good condition
Bent G/9	15% coverage; light	85%; heavy marine growth	Pile in Good condition
Bent G/10A Batter	5% coverage; light	95%; heavy marine growth	Pile in Good condition
Bent G/10B	5% coverage; light	95%; heavy marine growth	Pile in Good condition



Ultra Sonic Thickness Readings

Piles F/5, F/6S, G6 & G/8:

UT thickness readings commenced at two feet below mud line and at four locations per elevation 90 degrees apart. These locations are listed as N for North, E for East, S for South, and W for West. A designation such as F/5-N -2.0 indicates a reading taken in Bent F on grid row 5 on the North side of the pile, two feet below mud line.

Bent/Row	Location	Elevation	Reading	Bent/Row	Location	Elevation	Reading
F/5	N	-2.0	.340	F/5	E	-2.0	.465
F/5	N	-1.5	.410	F/5	E	-1.5	.470
F/5	N	-1.0	.415	F/5	E	-1.0	.465
F/5	N	-0.5	.330	F/5	E	-0.5	.475
F/5	N	0.0 mud line	.390	F/5	E	0.0 mud line	.465
F/5	N	0.5	.330	F/5	E	0.5	.430
F/5	N	1.0	.370	F/5	E	1.0	.450
F/5	N	1.5	.410	F/5	E	1.5	.320
F/5	N	2.0	.450	F/5	E	2.0	.395
F/5	N	2.5	.470	F/5	E	2.5	.395
F/5	N	3.0	.460	F/5	E	3.0	.450
F/5	N	3.5	.435	F/5	E	3.5	.450
F/5	N	4.0	.470	F/5	E	4.0	.430
F/5	N	4.5	.435	F/5	E	4.5	.430
F/5	N	5.0	.445	F/5	E	5.0	.460
F/5	N	10.0	.415	F/5	E	10.0	.450
F/5	N	15.0	.435	F/5	E	15.0	.350
F/5	N	20.0	.425	F/5	E	20.0	.380
F/5	N	25.0	.440	F/5	E	25.0	.430
F/5	N	30.0	.485	F/5	E	30.0	.490
F/5	N	Pile cap	.285	F/5	E	Pile cap	.295
F/5	S	-2.0	.480	F/5	W	-2.0	.445
F/5	S	-1.5	.450	F/5	W	-1.5	.435
F/5	S	-1.0	.300	F/5	W	-1.0	.315
F/5	S	-0.5	.345	F/5	W	-0.5	.280
F/5	S	0.0 mud line	.315	F/5	W	0.0 mud line	.265
F/5	S	0.5	.430	F/5	W	0.5	.245
F/5	S	1.0	.360	F/5	W	1.0	.315
F/5	S	1.5	.220	F/5	W	1.5	.210
F/5	S	2.0	.260	F/5	W	2.0	.220
F/5	S	2.5	.300	F/5	W	2.5	.285



Bent/Row	Location	Elevation	Reading	Bent/Row	Location	Elevation	Reading
F/5	S	3.0	.295	F/5	W	3.0	.300
F/5	S	3.5	.270	F/5	W	3.5	.360
F/5	S	4.0	.370	F/5	W	4.0	.435
F/5	S	4.5	.270	F/5	W	4.5	.295
F/5	S	5.0	.335	F/5	W	5.0	.365
F/5	S	10.0	.450	F/5	W	10.0	.295
F/5	S	15.0	.265	F/5	W	15.0	.345
F/5	S	20.0	.265	F/5	W	20.0	.290
F/5	S	25.0	.430	F/5	W	25.0	.435
F/5	S	30.0	.490	F/5	W	30.0	.480
F/5	S	Pile cap	.130	F/5	W	Pile cap	.300
F/6 S-batter	N	-2.0	.420	F/6 S-batter	E	-2.0	.470
F/6 S-batter	N	-1.5	.465	F/6 S-batter	E	-1.5	.430
F/6 S-batter	N	-1.0	.475	F/6 S-batter	E	-1.0	.450
F/6 S-batter	N	-0.5	.405	F/6 S-batter	E	-0.5	.435
F/6 S-batter	N	0.0 mud line	.460	F/6 S-batter	E	0.0 mud line	.450
F/6 S-batter	N	0.5	.455	F/6 S-batter	E	0.5	.410
F/6 S-batter	N	1.0	.475	F/6 S-batter	E	1.0	.445
F/6 S-batter	N	1.5	.445	F/6 S-batter	E	1.5	.450
F/6 S-batter	N	2.0	.355	F/6 S-batter	E	2.0	.445
F/6 S-batter	N	2.5	.365	F/6 S-batter	E	2.5	.470
F/6 S-batter	N	3.0	.460	F/6 S-batter	E	3.0	.465
F/6 S-batter	N	3.5	.470	F/6 S-batter	E	3.5	.435
F/6 S-batter	N	4.0	.470	F/6 S-batter	E	4.0	.420
F/6 S-batter	N	4.5	.460	F/6 S-batter	E	4.5	.440
F/6 S-batter	N	5.0	.435	F/6 S-batter	E	5.0	.430
F/6 S-batter	N	10.0	.435	F/6 S-batter	E	10.0	.405
F/6 S-batter	N	15.0	.380	F/6 S-batter	E	15.0	.430
F/6 S-batter	N	20.0	.365	F/6 S-batter	E	20.0	.415
F/6 S-batter	N	25.0	.400	F/6 S-batter	E	25.0	.400
F/6 S-batter	N	30.0	.490	F/6 S-batter	E	30.0	.505
F/6 S-batter	N	Pile cap	.215	F/6 S-batter	E	Pile cap	.315
F/6 S-batter	S	-2.0	.380	F/6 S-batter	W	-2.0	.360
F/6 S-batter	S	-1.5	.365	F/6 S-batter	W	-1.5	.315
F/6 S-batter	S	-1.0	.330	F/6 S-batter	W	-1.0	.340
F/6 S-batter	S	-0.5	.255	F/6 S-batter	W	-0.5	.400
F/6 S-batter	S	0.0 mud line	.395	F/6 S-batter	W	0.0 mud line	.305
F/6 S-batter	S	0.5	.390	F/6 S-batter	W	0.5	.295
F/6 S-batter	S	1.0	.355	F/6 S-batter	W	1.0	.330



Bent/Row	Location	Elevation	Reading	Bent/Row	Location	Elevation	Reading
F/6 S-batter	S	1.5	.265	F/6 S-batter	W	1.5	.315
F/6 S-batter	S	2.0	.335	F/6 S-batter	W	2.0	.325
F/6 S-batter	S	2.5	.355	F/6 S-batter	W	2.5	.345
F/6 S-batter	S	3.0	.375	F/6 S-batter	W	3.0	.355
F/6 S-batter	S	3.5	.345	F/6 S-batter	W	3.5	.375
F/6 S-batter	S	4.0	.465	F/6 S-batter	W	4.0	.405
F/6 S-batter	S	4.5	.405	F/6 S-batter	W	4.5	.370
F/6 S-batter	S	5.0	.370	F/6 S-batter	W	5.0	.340
F/6 S-batter	S	10.0	.395	F/6 S-batter	W	10.0	.305
F/6 S-batter	S	15.0	.425	F/6 S-batter	W	15.0	.350
F/6 S-batter	S	20.0	.450	F/6 S-batter	W	20.0	.395
F/6 S-batter	S	25.0	.405	F/6 S-batter	W	25.0	.340
F/6 S-batter	S	30.0	.490	F/6 S-batter	W	30.0	.490
F/6 S-batter	S	Pile cap	.190	F/6 S-batter	W	Pile cap	.320
G/6	N	-2.0	.505	G/6	E	-2.0	.425
G/6	N	-1.5	.410	G/6	E	-1.5	.495
G/6	N	-1.0	.415	G/6	E	-1.0	.330
G/6	N	-0.5	.440	G/6	E	-0.5	.455
G/6	N	0.0 mud line	.440	G/6	E	0.0 mud line	.465
G/6	N	0.5	.425	G/6	E	0.5	.445
G/6	N	1.0	.505	G/6	E	1.0	.505
G/6	N	1.5	.500	G/6	E	1.5	.460
G/6	N	2.0	.455	G/6	E	2.0	.505
G/6	N	2.5	.430	G/6	E	2.5	.495
G/6	N	3.0	.475	G/6	E	3.0	.485
G/6	N	3.5	.505	G/6	E	3.5	.465
G/6	N	4.0	.505	G/6	E	4.0	.405
G/6	N	4.5	.475	G/6	E	4.5	.500
G/6	N	5.0	.505	G/6	E	5.0	.475
G/6	N	10.0	.415	G/6	E	10.0	.450
G/6	N	15.0	.415	G/6	E	15.0	.480
G/6	N	20.0	.380	G/6	E	20.0	.485
G/6	N	25.0	.510	G/6	E	25.0	.510
G/6	N	30.0	.520	G/6	E	30.0	.515
G/6	N	Pile cap	.275	G/6	E	Pile cap	.245
G/6	S	-2.0	.310	G/6	W	-2.0	.430
G/6	S	-1.5	.410	G/6	W	-1.5	.405
G/6	S	-1.0	.450	G/6	W	-1.0	.350
G/6	S	-0.5	.320	G/6	W	-0.5	.410



Bent/Row	Location	Elevation	Reading	Bent/Row	Location	Elevation	Reading
G/6	S	0.0 mud line	.435	G/6	W	0.0 mud line	.405
G/6	S	0.5	.430	G/6	W	0.5	.330
G/6	S	1.0	.500	G/6	W	1.0	.415
G/6	S	1.5	.495	G/6	W	1.5	.465
G/6	S	2.0	.500	G/6	W	2.0	.440
G/6	S	2.5	.495	G/6	W	2.5	.415
G/6	S	3.0	.500	G/6	W	3.0	.440
G/6	S	3.5	.500	G/6	W	3.5	.435
G/6	S	4.0	.495	G/6	W	4.0	.480
G/6	S	4.5	.445	G/6	W	4.5	.465
G/6	S	5.0	.420	G/6	W	5.0	.500
G/6	S	10.0	.460	G/6	W	10.0	.445
G/6	S	15.0	.480	G/6	W	15.0	.410
G/6	S	20.0	.505	G/6	W	20.0	.475
G/6	S	25.0	.520	G/6	W	25.0	.510
G/6	S	30.0	.520	G/6	W	30.0	.515
G/6	S	Pile cap	.160	G/6	W	Pile cap	.165
G/8	N	-2.0	.475	G/8	E	-2.0	.370
G/8	N	-1.5	.475	G/8	E	-1.5	.330
G/8	N	-1.0	.450	G/8	E	-1.0	.365
G/8	N	-0.5	.345	G/8	E	-0.5	.355
G/8	N	0.0 mud line	.310	G/8	E	0.0 mud line	.345
G/8	N	0.5	.335	G/8	E	0.5	.225
G/8	N	1.0	.450	G/8	E	1.0	.235
G/8	N	1.5	.390	G/8	E	1.5	.395
G/8	N	2.0	.400	G/8	E	2.0	.415
G/8	N	2.5	.325	G/8	E	2.5	.445
G/8	N	3.0	.350	G/8	E	3.0	.455
G/8	N	3.5	.355	G/8	E	3.5	.250
G/8	N	4.0	.410	G/8	E	4.0	.395
G/8	N	4.5	.400	G/8	E	4.5	.440
G/8	N	5.0	.465	G/8	E	5.0	.270
G/8	N	10.0	.485	G/8	E	10.0	.405
G/8	N	15.0	.480	G/8	E	15.0	.415
G/8	N	20.0	.415	G/8	E	20.0	.455
G/8	N	25.0	.515	G/8	E	25.0	.445
G/8	N	30.0	.510	G/8	E	30.0	.510
G/8	N	Pile cap	.170	G/8	E	Pile cap	.130



Bent/Row	Location	Elevation	Reading	Bent/Row	Location	Elevation	Reading
G/8	S	-2.0	.245	G/8	W	-2.0	.315
G/8	S	-1.5	.210	G/8	W	-1.5	.340
G/8	S	-1.0	.215	G/8	W	-1.0	.455
G/8	S	-0.5	.235	G/8	W	-0.5	.400
G/8	S	0.0 mud line	.315	G/8	W	0.0 mud line	.380
G/8	S	0.5	.235	G/8	W	0.5	.265
G/8	S	1.0	.255	G/8	W	1.0	.230
G/8	S	1.5	.195	G/8	W	1.5	.370
G/8	S	2.0	.220	G/8	W	2.0	.405
G/8	S	2.5	.380	G/8	W	2.5	.445
G/8	S	3.0	.320	G/8	W	3.0	.465
G/8	S	3.5	.330	G/8	W	3.5	.465
G/8	S	4.0	.245	G/8	W	4.0	.235
G/8	S	4.5	.310	G/8	W	4.5	.245
G/8	S	5.0	.315	G/8	W	5.0	.230
G/8	S	10.0	.505	G/8	W	10.0	.455
G/8	S	15.0	.465	G/8	W	15.0	.415
G/8	S	20.0	.430	G/8	W	20.0	.445
G/8	S	25.0	.475	G/8	W	25.0	.520
G/8	S	30.0	.505	G/8	W	30.0	.510
G/8	S	Pile cap	.210	G/8	W	Pile cap	.180

Observations:

On pile G/8 at approximately 2' above mud line there were holes in the pile in area approximately 8" to 10" long by 4" tall between the South and West sides. These holes were not caused by mechanical damage but more likely from corrosion of the steel. Included with this report are some still photos of this area. We also encountered severe corrosion between the high water mark and the pile caps. This was consistent with all piles inspected.



Recommendations

Based on the observed conditions, Northwest Underwater Construction, LLC recommends that pile G/8 be cleaned of all marine growth and loose corrosion using a mechanical method such as barnacle buster both above and below the damaged area. Further UT readings should be taken and if warranted, a pile repair of the affected area performed.

For review of the entire video footage, please refer to the DVD provided with this report. Thank you for your business and don't hesitate to contact me should you have any questions or comments.

Sincerely,

Chris Calero

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Reviewed by:

PROJECT PHOTOGRAPHS

Natt McDougall

Port of Newport Piling Inspection

Date of Photos: December 2, 2011 ■ NUC Job No. 111012



Photo #1: Observed holes in pile G/8



Photo #2: Holes in G/8 with divers finger as a reference