AMENDMENT NO. 3
TO THE
REQUEST FOR PROPOSALS

The Research Corporation of the University of Hawaii
requests proposals for the

2027 DRYDOCK AND MAINTENANCE PERIOD OF THE RESEARCH VESSEL KILO MOANA

dated August 8, 2026,
Amendment No. 1 posted September 1, 2026
Amendment No. 2 posted September 2, 2026

for the

University of Hawai‘i Marine Center (UHMC)
965 N. Nimitz Hwy Honolulu, HI 96817

September 14, 2026

1. RCUH is issuing Attachment 1A, " RFP CLARIFICATION KILO MOANA DRYDOCK 2027", dated 09/14/2026, to this Amendment. Attachment 1A clarifies certain RFP requirements for the benefit of all prospective offerors. These clarifications do not reopen the question-and-answer period. Attachment 1A is hereby formally incorporated into and made a part of this Request for Proposals.

   Except as modified by this Amendment, all other terms, conditions, and provisions of the original Request for Proposals, Amendment No. 1, and Amendment No. 2 remain unchanged and in full force and effect.

ATTACHMENT 1A

RFP CLARIFICATION
KILO MOANA DRYDOCK 2027

UNIVERSITY OF HAWAII MARINE CENTER

09/14/2026

Table of Contents

Section 3 2
Work Items: 4
Section 8 6

Section 3

3.4.6:	Production software and strategy for utilizing the Owner provided design.
Clarification:	This section requires the Contractor to identify the type of production planning or scheduling software they intend to use during the project.

3.4.8:	Bonding and insurance documentation.
Clarification:	This section requests that the Contractor provide bonding and insurance documentation. At this time, there are no bond requirements.

3.4.10:	Sample test procedure for initial engine light off.
Clarification:	The Contractor shall provide an example of a typical initial engine start-up ("light-off") test procedure that the Shipyard has previously used or developed through its engineering and technical personnel for similar work following engine maintenance or overhaul. The sample shall demonstrate the Contractor's approach, level of detail, and procedures for safely conducting an initial engine start-up following overhaul. The sample procedure does not need to be specific to the R/V Kilo Moana at this stage and is not intended to constitute the final procedure for the Vessel. The actual light-off procedure shall be developed and finalized for the specific engine and work performed during any overhaul or other work affecting an engine onboard the Vessel. The sample procedure should, at a minimum, demonstrate consideration of items such as: • Pre-start checks: Confirmation that the engine and associated equipment have been properly reassembled, lubricated, connected, and are ready for start-up. • Safety requirements: Personnel requirements, communications, fire protection, emergency shutdown provisions, and other applicable precautions. • Starting sequence: The sequence of steps required to safely transition the engine from a secured condition to operating status. • Parameters to monitor: Oil pressure, temperatures, RPM, vibration, exhaust conditions, leaks, alarms, and other relevant operating parameters. • Acceptance criteria: The readings and conditions that would indicate a successful initial light-off.

	• Emergency procedures: Actions to be taken in the event the engine fails to start or an abnormal or unsafe condition develops. • Test documentation: Recording of operating data, observations, deficiencies, corrective actions, and final test results.

Work Items:

Work Item 2027-05	Steel Renewal Wet Deck/Center Void
Clarification:	1. In section 2 of this work item, four (4) gauging reports are referenced and provided. The scope of work to be priced by the Contractor is defined in the *RV Kilo Moana Wet Deck Repair Plan Deferment_Rev(-)* prepared by Glosten. 2. The price for this work item shall be all-inclusive and cover all labor, materials, equipment, services, and other work of any kind necessary to complete the renewal of all steel identified in the above-referenced report.

Work Item 2027-27	Steel Repair, Fish Plate, Deck Drains, Railings & More.
Clarification:	1. Section 2.11 directs the Contractor to the document *Work Item 2027-27 Detailed Work List*. This document is provided as a reference for potential optional work to be identified and confirmed while the vessel is onsite and in dry dock. It is a list of items that are anticipated to potentially be accomplished during the docking period, with the final quantity and scope to be determined based on the Contractor's unit rates provided in Section 7 of this work item. 2. This work item is not to be priced based on the specific scope of work contained in reference 2.11, *Work Item 2027-27 Detailed Work List*. As noted above, that document identifies potential work only. The only pricing required under Work Item 2027-27 is comprehensive unit pricing sufficient to cover any work identified in reference 2.11, as well as similar work that may be identified during the project. 3. Section 7 states that, "[t]he following rates must include all labor, cropping, fit-up, welding, consumables, staging, gas-freeing, fire watch, NDT, preparation, inspections, and painting." At the Contractor's discretion, these costs may be broken out into separate unit rates. For example, staging may be priced based on height; gas-freeing may be priced based on the number or volume of tanks; fire watch may be priced based on the number of personnel required by applicable regulations; and removal and reinstallation of associated interferences may be priced according to size, complexity, or other appropriate unit measures. 4. In summary, this work item will not have a fixed total cost for completion. Instead, the Contractor shall provide an extensive unit-pricing schedule capable of covering all potential work identified in reference 2.11, as well as similar work that may be required elsewhere throughout the vessel.

Work Item 2027-30	SONAR ROOM #2 Maintenance
Clarification:	1. The Contractor is to be aware that all potential steel work to the vessel's bottom shell required to facilitate the work described in Work Item 2027-34 is covered by the unit pricing included in Work Item 2027-30, as the Sonar Array is located directly below and forms a part of Sonar Room 2. 2. The Contractor shall include in this work item unit pricing that will serve as the basis for pricing all steel renewal work required to support Work Item 2027-34. 3. The unit pricing need not account for any modifications to the existing structure. Any such modifications, although considered unlikely, will be addressed separately under Work Item 2027-34 should they become necessary.

Work Item 2027-34	Replacement of Kongsberg EM122 Multibeam Sonar Array with new EM124 System
Clarification:	1. The Contractor is to be aware that this item is highly likely to be activated. If activated, the system drawings, installation drawings, and EM124 equipment will be Owner-furnished. The Contractor shall be responsible for removal of the existing system, installation of the EM124 system, and testing in accordance with the Owner-furnished equipment, drawings, and other instructions provided under Work Item 2027-34. 2. At this time, the Contractor shall price this work item based on a review of all available drawings and the unit pricing provided by the Contractor under Work Item 2027-30, specifically as applicable to Items 4.1, 4.2, 4.3, 4.4, 4.5, and 4.6 of Work Item 2027-34. Pricing may be limited to the scope associated with cropping and renewal of the existing system. 3. The Owner reserves the right, if deemed necessary for any reason, including cost considerations, to employ specialized technicians, welders, or other qualified personnel and bring them into the Contractor's shipyard to perform the installation of this system. Any such personnel and associated costs will be the responsibility of the Owner.

Section 8

Section 8.3	"The Location Adjustment includes the Owner's estimated cost to transport the Vessel to/from the Offeror's shipyard/facility."
Clarification:	This entry is not to be estimated by the Contractor. The Owner will incorporate the applicable cost into the bid evaluation based on the vessel's location at the time the voyage to the Shipyard begins in order to meet the Shipyard's specified start date. The cost associated with this item will therefore depend on the vessel's schedule.