

What's blue, weighs 110,000 lbs and has wheels?

Long's Shop saves time and money on Bremerton's ferry terminal transfer span project.

Originally, when American Construction (Everett, WA) planned their project to refurbish Bremerton's ferry terminal, it appeared, they had only one alternative to upgrade the steel transfer span. Something that large (100'L x 30'W x 13'8"H - 110,000 lbs.) had to first be disassembled, then transported to a machine shop for repair and repainting, and finally returned to the terminal for reassembly.

Chris Hansen, the estimator for [Long's shop painting operation](#), had worked on a number of projects involving large, cumbersome items that needed special handling. After some discussion with Kevin Culbert, the project manager at American Construction, they worked out a plan to paint the WHOLE bridge at our shop without any disassembly.

The span was loaded on one of American's barges and taken to Boyer Barge's dock on the Duwamish River which is less than 1/2 mile from Long's 5 1/2 acre shop facility. It was then placed on four self propelled, steerable dollies and slowly moved (1/8 mi./hr) along the street to the shop. Arrangements had been made to prohibit street parking during the hours of transit which were 2 AM to 6 AM.

Four fork lifts moved it to the shop where it was [blasted with a combination of copper slag and Blastox](#), an additive that renders the lead in the old paint non leachable. Once the surface was blasted to an SSPC SP-10 (near white metal) condition, the Washington state DOT inspectors found the structure needed more repairs than initially expected. Those areas were held back while the rest of the bridge was coated with 3 mils of Ameron 68 HS, an organic zinc. Then the bridge was moved to an open area where the repairs were made over the next 10 days by a large crew from Sidelhuber Iron and Bronze.

When the inspectors were satisfied with the repairs, the bridge was moved back into the [paint booth](#) where it was coated with 4-6 mils of Amerlock 400, a high build, surface tolerant epoxy. The final coat was 2-3 mils of Ameron 450 HS, a polyurethane that will give the steel bridge a shiny, durable finish for years. The bridge was moved back to Boyer's dock on the dollies and loaded aboard a barge for the return trip to Bremerton. It's now in service at the #2 slip.



The freshly painted 100 foot transfer span sat on Boyer Barge's dock along with its head frame and towers (on the truck) waiting to be loaded by American Construction's large crane (background). The dock is less than 1/2 mile from Long's shop facility.