

ADDENDUM #14

KITSAP TRANSIT
Request for Proposals
Bow Loading Ferry Vessel Design Build
RFP #KT 17-559
December 5, 2017

60 Washington Ave. Ste.
200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.org



Questions Asked and Answers Provided:

Question #1: If the waterjets have a self-contained independent hydraulic pump per each waterjet, which provide propulsive redundancy, would an AC electrically driven backup pump be required? Just trying to best understand the intent of the specification below, 561-1, page 90.

Answer #1: Back up required as per 46 CFR Subchapter K.

Question #2: Section 586 of the specification calls for "***The vessel shall be able to maintain station when bow or stern loading under 30 knot constant beam wind and 5 knot current in the same direction***". To achieve holding station in a 5knot current will require significantly over sizing the waterjets. Please confirm that 5kt's is really the desired current as this is greater than you see at the docks at either end.

Answer #2: Maintaining station with 30 knot constant beam wind and three (3) knots cross current is acceptable. The vessel must be able to turn her stern into the wind and current when the wind is from the north.

Question #3: Please confirm the distance from Kingston pier to Seattle piers.

Answer #3: 16 Nautical Miles

Question #4: SECTION 561-2: Will Kitsap accept hydraulically operated interceptors to comply with the requirements listed in 561-2?

Answer #4: Hydraulic interceptors are acceptable so long as the actuators are in the jet room and there is no risk of leakage into the water. External hydraulic actuators or hoses will not be accepted.

Question #5: Pier 50 float, subject to change. Provided drawings are in hand and reasonably clear. Should we assume that the ramp configuration, including distance between ramps and dock height are not going to change with subsequent revisions?

Answer #5: The boarding ramp spacing and the required freeboards are determined and reflected in the drawings currently issued. The ramps are designed to accommodate freeboard that ranges from 4' 2" to 6'7". They will have to fit the existing vessels that are operating for King County.



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Question #6: We have (I believe) sufficient info on plan view of Southworth and Kingston WSF slips, however optimal height of deck above waterline for best interface with the existing ramps at each location still needs to be confirmed. If Kitsap Transit would provide the dimension rather than trusting potential contractors to interpret KT's wishes, that would be appreciated.

Answer #6: Existing vessels that are known to be compatible with the WSF slips, and their freeboard heights are as follows: Golden Gate Ferry NAPA (ex-WSF Snohomish) 8ft (although it required a platform on the dock for side-loading) and WSF Jumbo Mark II 8ft 8in. While the bowloading freeboard is about 8 feet, the side loading will be about 6 feet, and it will be advantageous for the vessel to accommodate the different freeboards.

Note that the steel apron of the dock can land on the vessels foredeck, with the flexible fingers providing the transition to the vessel deck.

Question #7: We need all details on the Kingston passenger float including all dimensions, details of any existing ramps, anticipated future ramp changes if applicable, mooring fittings and fendering.

Answer #7: There are currently no drawings of the Kingston passenger float. The vessels should be designed to match the Seattle terminal for side loading.

Question #8: Requirements for the design speed stated in Section 000-1 pull from various sections of the RFP. We request confirmation that the conditions for the design speed measurement is confirmed as;

1. Passenger (250) & crew (3) with luggage plus bikes	100%
2. Full fuel,	100%
3. Full fresh water	100%
4. Grey and black water	0%
5. Head wind	19.6kt's
6. Head sea (significant wave height)	3.2ft / 4.38sec

Answer #8: This is the correct interpretation.

Question #9: Regarding section 083 Spare Parts "additional requirements" language states: "For any component of which ten (10) or more are installed, provide one (1) spare for every ten (10) installed components." This is too broad to be interpreted correctly, i.e. are fasteners included in this list of components? Please clarify this requirement further, i.e. "component parts above \$150 each unit cost".

Answer #9: See attached Spare Parts Requirements document

Question #10: Can you waive the 20% requirement for biodiesel? There is no EPA requirement to use biodiesel in marine engines so the engines have not been developed to run that fuel and to date, no testing has been done on Tier 4 engines with 20% biodiesel. There is very high concern about damage to the catalyts including plugging/masking from ash with 20% biodiesel.

Answer #10: It is understood that Tier 4 engines may not be certified for operation on 20% biodiesel blend. A design will not be ruled non-compliant if it is unable to use 20% biodiesel blend, however if a design is offered that can operate on 20% biodiesel blend it will be scored accordingly.

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Question #11: Please confirm the proper distance from centerline that wake should be measured, a distance of 300 feet and 300 meters has been provided.

Answer #11: Wake will be measured at 300 meters.

Question #12: Per Section 441-3: In addition to defining the bandwidth of the cellular hotspot, the system should have a capacity of connected user defined.

Answer #12: Kitsap Transit is working with equipment providers to get this information.

Question #13: We request clarification on the measurement of design speed during contract acceptance trials. It is stated in Section 060-1 of the RFP that the vessel should maintain the design speed in a sea state of 3ft 2” Hs and peak period of 3.48s. Completing speed acceptance sea trials in defined sea states such as this is extremely challenging. Should bidders confirm both speed in both calm water and in the specified wave height and that speed acceptance trials will be completed in calm water condition?

Answer #13: Kitsap Transit is still working on an answer for this question.

All other terms and conditions remain the same.

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Please remember to acknowledge this addendum on your bid sheet.

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Spare Parts Requirements

Spare parts should be quoted separately and will not be scored in the evaluation. KT reserves the right to purchase spare parts on an item by item basis and may elect to purchase some or none of the spares offered. All spares should be quoted preserved for long term warehouse storage. Items weighing more than 50 lbs. shall be quoted in wooden boxes suitable for handling with a forklift truck. Prices shall be provided on a supplementary list generated by the bidders and attached to the bid forms.

Maintenance and operational spares shall be provided for the first 10,000 hours of operation and shall be sufficient for all recommended scheduled maintenance. One set shall be provided for each piece of equipment fitted to each vessel. It shall include filters, gaskets, O rings and all parts required to complete the machinery manufacturer's recommendations. Fasteners need not be supplied unless it is recommended that they are changed at the maintenance interval. It shall be provided for the following equipment:

1. Main engine (one set of spares for each engine installed on the vessel)
2. Reduction gear
3. Torsionally soft coupling and shafting (for water jets)
4. Water jets (If fitted)
5. Torsionally soft coupling (Propeller vessels)
6. Diesel generators (assume 5,000 hours per machine)
7. Air conditioning machinery including all sea water pumps and auxiliary equipment.
8. Drive belts for waterjet hydraulic and lube oil pumps (if fitted). 2 each per unit fitted. These shall be fitted to the water jets and secured so that they can be deployed without disturbing the shafting. They shall be secured with tie wraps to ensure that they do not contact rotating machinery before deployment.

Contract Spares – Note totals are for all vessels ordered from this contract.

1. Main Engine: One each
2. Torsionally soft coupling: One each
3. Main engine exhaust system flexes: 2 each
4. Reverse/Reduction Gear including bell housing adapter to mate to main engine: One each if not handed; one left and one right if handed.
5. One complete set of shafting (prime mover to propulsor) for each arrangement fitted. Included shall be all intermediate shafts, cardan shafts, bearings, bulkhead seals, etc. If port and starboard shafts are handed, or multiple engines per demi-hull, one each.
6. Water jet (if fitted) impeller, shaft, seals, lubricating oil pump, hydraulic pump(s): One each
7. Propeller (if fitted), propeller shaft, intermediate shaft, shaft seal and all pitch actuating components: One left hand and one right hand.
8. Diesel Generator: 2 each
9. Fire pump complete on base with motor and coupling: One each

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10. Misc Pumps: One spare of each type of pump used in the vessel, including portable pumps in the outfit, complete with motor and coupling. If individual bilge pumps are fitted for each compartment then four each for that item.
11. Circuit breakers: Two sets all sizes fit on the vessel
12. Machinery alarm system recommended spares: One set
13. Fire alarm system recommended spares: One set
14. CCTV manufacturer's recommended spares: One set
15. Pilot house navigation electronics manufacturer's recommended spares: two sets
16. Tank gauging system manufacturer's recommended spares: One set
17. Line fuses used in the vessel: Five of each size.
18. Complete set of valves used on the vessel: Two of each type and size
19. Door hardware: One of each type fitted to the vessel.
20. Ceiling tiles: One dozen spare tiles
21. Seating units: One of each type and configuration used on the vessel
22. Seating: 20 each for each different seat cloth or cover configuration style installed. This is not to be confused with 20 ship-sets of covers, which is not required.