

ADDENDUM #16

KITSAP TRANSIT
Request for Proposals
Bow Loading Ferry Vessel Design Build
RFP #KT 17-559
December 28, 2017

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

www.kitsaptransit.org



Clarification, Additions, Revisions and Corrections:

Revise: Section 441-3 shall be revised as follows:

441-3 Cellular Wi-Fi

The Contractor shall procure and install a Vessel wide internet access system, featuring WiFi access and cellular communication to shore based networks. The system shall allow passengers to establish wireless internet connections, and shall also permit secure connections for ship systems and crew official use. The WiFi system shall be powered through an uninterruptible power supply (UPS) providing at least 10 minutes of backup power.

All system components shall be located in lockable rooms or enclosures, within suspended ceiling cavities, or otherwise made inaccessible to passengers. All components shall be securely fastened to the vessel.

The system shall generally consist of the following major components. Where a specific part number has been superseded by a more recent model, the most recent model shall be provided. Equivalent units from other manufacturers may be provided.

- 1) Peplink MAX HD2 Multi-Cellular Router, Qty 1
- 2) Cisco Meraki MR42 WiFi access points, powered by power-over-Ethernet. One access point shall be installed in the ceiling cavity of each passenger area, so that each major passenger area is within line of sight of the access point's area of the ceiling, and not obscured by bulkheads, partitions, stairways, heads, snack bars, et cetera.
- 3) Cisco Meraki MR42 WiFi access point, Qty 1, in the Pilot House, password protected and dedicated to official crew and ship system access.
- 4) Cisco SF200-24P 24 port 10 100 PoE Smart Switch Ethernet switch, with Power over Ethernet capability. Qty 1.
- 5) COMROD AC21BI4 antennae, for cellular router communications to cellular networks, Qty 1.
- 6) LMR-400-UF (ULTRAFLEX) cable, between the cellular modem and COMROD antennae.
- 7) CAT6 Ethernet cable between the WiFi access points and Ethernet switch, and between the Ethernet switch and cellular modem.

The Contractor shall provide all commissioning, including programming, setup, and testing, to ensure a functional installation. The integrity and continuity of each Ethernet cable run shall be tested.

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One known authority on marine IT systems is Jon Elkin of Seakindly Solutions, jon@seakindlysolutions.com, (415) 505-3452.

Questions Asked and Answers Provided:

Question #1: 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 #1: See above revision

Question #2: 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 #2: The bidders are to demonstrate in their Proposal that the proposed vessel can achieve the specified design maximum speed in the given sea conditions and demonstrate that the vessel can make the times required for the Seattle to Kingston round trip. The bidders shall also advise the speed in calm water conditions and shall provide a graph of speed over intermediate sea states. Sea trials will be conducted in the prevailing sea conditions and the predicted maximum speed for the prevailing sea conditions shall be used as the design maximum speed acceptance criteria (in addition to those requirements as stated in 092-8 Sea Trails).

The bidders shall also demonstrate that the hull structure has been designed, such that the vessel can operate at the required speed in the required sea state, according to the Classification Society rules used for the vessel scantlings.

All other terms and conditions remain the same.

END ADDENDUM 16