

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

Solano SLEP
RFP 18-021

ADDENDUM NO. 2

April 23, 2019

SCOPE

This Addendum No. 2 consists of 4 pages. It includes the following:

1. Questions asked to date with responses.

1. QUESTIONS AND ANSWERS

Q1: Is WETA going to provide the as builds of the Pyxis vessel's?

A1: *No.*

Q2: Is WETA going to provide the system diagrams, electrical one lines and load analysis of the Pyxis vessel?

A2: *No.*

Q3: Can WETA provide an equipment/manufacture's list from the Pyxis vessel?

A3: *The equipment has been provided in the specifications section, material schedules.*

Q4: To manage the confidentiality of financial information, can WETA accept a letter from a company's third party auditors that the company is in good financial standing?

A4: *Yes.*

Q5: Can WETA provide the approximate net weight of the aluminum to be fabricated?

A5: *The attached material list is an estimate developed from the Vessel designer AMD. WETA has not validated that this represents a final accurate list of the aluminum materials used in the hull and superstructure extension. It is incumbent upon the CONTR to perform their own material take off and estimates based on their specific shipyard standards and practices.*

Q6: Can contact information be revised to Cal Marine Electronics, 415-391-7550? This will enable CME to be more responsive. If a specific email is needed, john@calmarineelectronics.com is fine.

A6: *Revised to delete POC.*

Q7: Table 313.1 specifies 1 x Lifeline AGM GPL-U1T for PH 12VDC (33Ah). This may technically--but only minimally--meet requirements for backup power according to narrow interpretation of Part 80 of FCC requirements. It may not meet standards. This will be a narrow definition and, based on how tests are currently applied, we project that this would not pass or barely pass as new under ideal conditions. It will become marginal over their projected life. Given there is only one battery backing up 12V systems, we recommend revising this spec to "Lifeline GLP-31T (105Ah)." Further, it should be mounted in the same compartment as the 12V DC panel to minimize the voltage drop between the battery and the DC panel. (CME has noted mounting in the same compartment would be an improvement over PYXIS and equivalent to VELA. Both PYXIS and VELA have GPL-31T batteries.)

A7: *Table revised due to typographical error. Battery Bank is a GPL-31T (105 AH) on the PYXIS Class.*

Q8: Table 313.1 specifies 2 x Lifeline AGM GPL-24T for PH 24VDC (80Ah). Given most of the bridge electronics will be on the 24VDC system, we recommend changing the specification to 2 x Lifeline AGM GPL-U1T for PH 12VDC (105Ah).

A8: *The GPL-24T is installed on the PYXIS Class and has sufficient capacity.*

Q9: Can the spec in 443.1 Loudhailer be updated to reference the Furuno LH5000?

A9: *Revised Technical Specifications to LH-5000.*

Q10: Can the spec in 452.1 Global Positioning System be clarified to stipulate the Furuno GP170. The PYXIS class uses the Furuno GP170D. Both GPSs are IMO-class and visually identical but the GP170D is 22% more expensive with no gain in accuracy in the vessel's operating areas.

A10: *No.*

Q11: Can the spec in 467 Anemometers be modified to stipulate the higher performance Airmar WS-220WX, which is the current offering?

A11: *Revised Technical Specifications to WS-220WX.*

Q12: Can the spec in 413 stipulate the COMROD AC21 series antennae? This paragraph currently specifies the superseded AC21BI4 antennae. This will allow greater flexibility in selecting the antenna length and mounting option to accommodate the vessel. Performance of the various options within the series the same.

A12: *No, this issue can be addressed in the detailed engineering and design phase.*

Q13: Paragraph 441.1 stipulates Icom M604A radios. The current generation is M605 11 (non-AIS) or M605 21 (AIS). Should the M605 11 be specified? The AIS version would be redundant and not worth the 25% price premium, given the number of places AIS target information is displayed. Further, the CommandMic IV is the current compatible CM.

A13: *Revised Technical Specifications to M605 11.*

Q14: Paragraph 320 stipulates Blue Sea System breakers. Blue Sea does not make DIN rail breakers, as far as we know. Can Eaton breakers be used where DIN rail breakers may be advisable to meet current protection requirements while accommodating operational objectives of ease of shutdown/startup? For example, parts of the navigation system involves numerous small loads that require individual current protection. These subsystem could be started using one main breaker on the panel (support ease of use) and a small number individual DIN rail breakers (address current protection requirements).

A14: *Section 320 is intended to cover distribution panels. DIN rail breaker that meet USCG requirements are acceptable. Exact details will be addressed in the detailed engineering and design phase.*

Q15: Paragraph 451.1 specifies the FAR-3000 series radars. Can the spec be revised to stipulate two Furuno "FAR x8" 12kW radar with high-speed option and 6.5' open array. One radar should be powered from 24VDC and one from 110VAC. The prevalent radar in use in the fleet are FAR 2117 (AKA "x7" 12kW). These are going end of life although they are still available as new. The direct replacement is the new "x8". This is operationally the same as the x7 with the same footprint and no additional training required. The equivalent 3000 series is the FAR3210BB (12kW) is designed for building ECDIS systems and use as a chart radar. These would require additional training and carry a 60% price premium.

A15: *Furuno will be consulted and specifications revised if needed.*

Q16: Can the WiFi system described in paragraph 413 utilize the UPS that is delivered with the ESS system? This is how most of these systems are currently deployed.

A16: *This issue can be addressed in the detailed engineering and design phase.*

Q17: Can the spec be revised in the following areas:

- A. Rose Point ECS 4.0 or later
- B. Hardened industrial computer with solid state storage, bulkhead mountable black box (min 4GM memory, 64GB storage, 2.9MHz processor), DC power source.

A17: **A.** *Revised Technical Specifications to "most current version".*
B. *Any minor deviations from the model number specified will be addressed in the detailed engineering and design phase.*

Q18: This will provide configuration flexibility. First, a couple of the ML450 series can be attached directly to 24VDC so the part number may be slightly difference. This would also obviate the need for a separate power supply. Prior specifications were selected to the drop-in replacements for computers that attached to 110VAC, which is unnecessary for new builds. Having flexibility to change part numbers will enable other choices of configurations of serial ports which will obviate the need for most converters.

A18: *Any minor deviations from the model number specified will be addressed in the detailed engineering and design phase.*

Q19: Further, paragraph stipulates no adapters. We strongly support this approach but there are limitations. These computers only have 2 RS485 ports (typical computers have no RS485), which are required to connect directly to navigation equipment. This is adequate to connect the sat compass and AIS, which is a robust configuration alone but does not meet the specification of maximum integration. A USB-canbus adapter may be needed to provide complete instrumentation to the navigation computer. Additional navigation equipment, namely the GP170, would also need an adapter. Use of a suitable multiplexor may be a preferred option. The best balance of computer configuration and components will be determined during engineering.

A19: *Any minor deviations from the technical specifications will be addressed in the detailed engineering and design phase.*

ACKNOWLEDGMENT BY BIDDER

Each bidder is required to acknowledge receipt of all Addenda, including this Addendum No. 2 as specified in the RFP Instructions to Offerers.

ISSUED BY:

Tim Hanners
WETA

Date