

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

Scorpio ¼ Life Refurbishment
RFP 18-023

ADDENDUM NO. 1

May 30, 2019

SCOPE

This Addendum No. 1 consists of 2 pages. It includes the following:

1. Questions asked to date with responses.

1. QUESTIONS AND ANSWERS

Q1: *Section 645: Interior Outfitting – “The CONTR shall use Russell Interior Systems (RIS) of San Diego”. The company Russell Interior Systems (RIS) of San Diego is located adjacent to a direct competitor causing a forced cost disparity on this item. Vendor (RIS) will have an increased cost to competing yards outside the San Diego area due to travel expenses and long-duration out-of-town operating costs, to complete the work required. Request that WETA remove this “Owner’s Requirement” from the specifications so that other subcontractors can be considered for competitive bid purposes.*

A1: The selection of vendors or materials are subject to the “or equal” process.

Q2: *Section 651: Commissary Spaces – If the above request is denied, and Russell Interior Systems is required as stated in the original RFP, does that Owner’s Requirement apply to Section 651? It is not explicitly stated that items in 651 would have to be done by RIS, however the wording for the Owner’s Requirement in 645 may imply all interior furnishings fall under this requirement.*

A2: The selection of vendors or materials are subject to the “or equal” process.

Q3: *Section 126: Tanks – The Sewage tank is called out and noted with capacity. However, this tank does not seem to have a work specification that calls out draining, cleaning and inspection. Is it the intent of the Owner to include this scope of work in the RFP? If so, please indicate the detailed scope of work to be accomplished and where these costs should be included.*

A3: No

Q4: *Section 635: Insulation – The additional areas referred to that are to receive perforated plate are somewhat vague. Please indicate an approximate square footage for bidding purposes.*

A4: As per the specifications the frame spacing is four feet, average personnel access area would be considered six feet off the deck. The engine room access fiddley is approximately four feet transversely and the height of the sill is approximately thirteen inches (varies with deck camber) with the door being approximately two feet wide. If the bidder requires more accurate measurements the vessel can be made available for a ship check in Alameda at the Central Bay Operations and Maintenance Facility.

Q5: *Technical Spec, Item # 110 Pad eyes - does WETA have existing scantlings of the overhead fiddley or should it be assumed SPF will need to be removed to document existing structure for engineering?*

A5: The bidder should assume that SFP will need to be removed to determine the exact scantlings in the overhead. Construction drawings indicate the scantlings to be extruded deck planking on 6"x4"x0.19"x0.29" I-beam frames like the exposed portions of the overhead on the exterior of the vessel.

Q6: *Technical Spec, Item# 635 insulation – does WETA have an estimate of the approximate SQ footage of added perforated plate to the engine rooms and fiddley?*

A6: See answer 4

Q7: *What is the required Buy America percentage, if any?*

A7: 100% subject to the FTA guidance on method of calculating.

ACKNOWLEDGMENT BY BIDDER

Each bidder is required to acknowledge receipt of all Addenda, including this Addendum No. 1 as specified in the RFP Instructions to Offerers.

ISSUED BY:

Tim Hanners
Weta

Date