

Tier 4 Main Engine Conversion Gemini Class

21-009

Addendum #4

06 July 2021

SAN FRANCISCO BAY AREA

**WATER EMERGENCY
TRANSPORTATION AUTHORITY**

SCOPE

This Addendum No. 4 consists of 3 pages and 5 documents. It includes the following:

1. Responses to request for clarifications items 7 – 39.
2. 21-009 Part B Technical Specifications Tier 4 Main Engine Conversion Gemini Class rev.A
3. 11642-123-001 Docking plan.dwg
4. 11642-761-002-D Fixed Fire Systems A&D
5. RFP 21-009 Change Order Detail Worksheet
6. S154 4101-02 – Fixed Fire System A&D

ACKNOWLEDGMENT BY BIDDER

Each bidder is required to acknowledge receipt of all Addenda, including this Addendum No. 3 as specified in the RFP Instructions to Offerers.

ISSUED BY:

Tim Hanners
Weta

Date

No.	Requestor	Question	Proposed Response	RFP Document Reference	RFP Document Revised
7	JTM	Per section 983 Delivery and Redliver. Is there crew available for hire, from WETA to bring the vessel to the shipyard? Or, do you have any references of crew familiar with these boats we could contact?	No, WETA subcontracts the operation of their vessels.		
8	MGBW	Part A - Paragraph 11 - Performance Bond. Bidders are asked to provide "bonding costs". Will a line item be added to the Cost Form or should Bidders allocate them across all line items?	Please add those costs to the 997 Dry Docking line item.		
9	MGBW	part B - Tech Specs - outfitting. Specs currently say to replace vinyl with vinyl, but during the pre-proposal conference, it was indicated that there would be paint replacing some of the vinyl. Please confirm the desired intention.	631 Section updated to remove the conflict	Addendum #2	Part B Technical Specifications section 631
10	MGBW	We understand WETA's intention is to perform a load test at a pre-construction trials. Is it WETA's intention to perform another load test with the new engines during the sea trial in which we verify the repitch of the propellers?	WETA, MAN and these technical specifications (982.2 Section among others) will require sea trials to validate the engine installation. Part of the MAN commissioning process is to record engine loads and various RPM's including WOT based on pitch adjustment as directed by WETA. It is not intended to re dock the vessel after sea trials due to propeller pitch.	Part B-Tech Specs - Prop Pitch.	
11	MGBW	Line items in the Cost Form are missing for the following SWBS cost items-these appear to have costs associated with these line items. Please confirm if these will be added to the cost form.	Where the Technical Specifications SWBS sections do not have a corresponding line item in the Cost Proposal Form the CONTR shall distribute those costs to line items of their choosing.	Part D- Attachment A - Cost Proposal.	
12	MGBW	Insurance costs are calculated based in part on the value of each vessel value. Please provide the vessel value.	The vessels Gemini & Pisces insured value is listed at \$10.4M per vessel. The vessels Scorpio & Taurus insured value is listed at \$11.3M per vessel.	Pard D - Attachment B Insurance.	
13	MGBW	RFP indicates that WETA is paying for the engines and controls and the services outlined in the quote to WETA which can be provided for reference. Please provide the quote to bidders for our review.	Proposers to contact RDI Marine for a copy of the quotation that is the basis of scope of supply for the WETA contract. Proposers shall discuss their construction plan with RDI to determine if they require services or equipment not covered in the WETA contract with RDI.	Part B – Tech Specs Section 233 Main Engines	
14	MGBW	The RFP indicates that the "CONTR shall pay RDI to provide the interface harnesses between the ZF gearboxes and the MAN engines." RDI indicated that this was included in the scope of work that is WETA's responsibility. Please confirm who is responsible for paying for this harness?	RDI has clarified that the subject harness is in fact covered in the WETA contract scope of supply. The technical specs have been updated to reflect this.	Part B – Tech Specs Section 233 Main Engines	Part B - Section 233
15	MGBW	Contractor is to take oil samples of the steering system while vessel is still in the water and send the samples to Frank Hernandez. Is the Contractor required to pay for this analysis or has WETA arranged to pay for this testing?	WETA will pay for the oil analysis	Part B – Tech Specs Section 561 Steering Systems	
16	MGBW	Will WETA kindly provide a list of drawings to assist with defining the AS-Built drawings and production engineering package requirements.	The Technical Specifications have been updated to reflect this request	Part B – Tech Specs Section 800/810 Engineering	Part B - Table 810-1 Engineering Matrix
17	MGBW	Indicates that Change Orders must be submitted using the RFP 21-009 Change Order Detail worksheet provided in the reference documents. However, the document is not included – please provide	The document will be provided	Part B – Tech Specs Section 942	Addendum #4
18	MGBW	Where it says plans require "Owners Approval" before proceeding with the work, please clarify what plans will be made acceptable e.g. 2D drawings, 3D drawings, verbal onsite discussion, etc	Verbal on-site discussions are assumed to be adequate to provide WETA with enough information to approve the routing and intended manner of installation for approval	Part B – Tech Specs (Various Sections)	
19	MGBW	Where it says plans require Owners Approval before proceeding - For planning purposes and to build a more accurate production schedule, how many days will WETA require to review plans before providing Owners' Approval?	Reference Technical Specification section 925 Deliverable Schedule.	Part B – Tech Specs (Various Sections)	
20	MGBW	Agreement says that the mark up on subcontractors and suppliers on Change Order work may not exceed 10%. Will the mark ups on subs/suppliers that bidders propose in Attachment A Cost Form replace this requirement? In other words, will WETA accept a higher mark up?	The sample agreement does not place a limitation on the price proposal form. The subject section only addresses changes orders after contract award.	Part C – Sample Agreement Section 19.3.2	
21	BSY	Please specify who is the responsible party that will be providing/developing/authorizing, the QFA, DVTP, PSTP etc	MAN will be providing the documents (QFA & DVTP) and WETA will be submitting them to MSC for approval. The CONTR will be responsible for completing the tests in the DVTP, documenting and getting OCMi witnessing/approval of the tests. The CONTR will provide the OCMi witnessed and approved DVTP's and WETA will submit to MSC for final approval for each vessel	Part B - Tech Specs Section 252	
22	BSY	Please confirm that the QFA, DVTP, PSTP will be submitted to MSC for approval prior to the on-site testing	Yes, WETA will submit to MSC as soon as they are completed by MAN.	Part B - Tech Specs Section 252	
23	BSY	Please confirm that it is the Owner's intention to achieve USCG approval for all drawings relating to the required repower modifications and that drawings provided by the Owner will define function, arrangement, scantling, and material selection adequate for USCG review.	The reference documents provided have all been submitted to MSC for approval. The reference documents provided show the materials and arrangements in a level of detail that should meet USCG requirements for approval.	Part B - Tech Specs Section 800&810	
24	BSY	The CONTR is responsible for all costs associated with regulatory compliance requirements." Please confirm that the contractor will not be responsible for the costs of upgrading any legacy systems if the USCG determines that they do not meet current regulations (other than those explicitly described in the bid specification.)	Correct	Part B - Tech Specs Section 070.1	
25	MGBW	The RFP indicates that the "CONTR shall purchase the block heaters from RDI for all the main engines." RDI indicated that this was included in the scope of work that will be paid for by WETA. Please confirm who is responsible for paying for the block heaters?	If RDI has confirmed that they are included in the WETA scope of supply then the CONTR does not need to purchase them.	Part B – Tech Specs Section 233 Main Engines	
26	BSY	The foul release coating system shall consist of a minimum of two (2) spot coats of anticorrosive epoxy primer..." To what percentage or number of square feet shall the bid price include for the spot repairs of the underwater hull surfaces?	For estimating purposes the Proposer shall assume 150 sq ft of the underwater surface area requires spot repairs.	Part B – Tech Specs Section 631.1	
27	BSY	The CONTR shall repair all coatings damaged as part of the engine and exhaust system installations." What is the criteria that will be used to determine which areas of damage require repair vs areas of existing coating damage? Or is the intent to have all areas of existing coating damage repaired as part of the dry docking?	Existing damage to the above waterline coatings will not be repaired under this scope of work. Only areas damaged by CONTR during the contract scope of work will be repaired. Damaged typically occurs during equipment rigging, welding and vessel movements. Existing areas of damaged coatings are typically identified and logged as part of the pre-construction ship inspections.	Part B – Tech Specs Section 631.2	
28	BSY	The CONTR shall repair all damaged vinyl films with paint as per table 631-2. All damaged vinyl areas shall be cropped out to clean geometric shape before paint is applied." Once a damaged area of vinyl required to be repaired is identified, to what extent is the vinyl to be removed and replaced with paint? "Clean geometric shape" needs clarification. Is this just enough to expose the damaged area, creating a small painted patch in the middle of a vinyl covered panel? Is this from weld seam to weld seam requiring the removal of all vinyl from any affected panel?	The damaged area shall be cut out approximately 1" beyond the area of damage. The reference to a geometric shape is intended to prohibit the CONTR from cutting a rough or jagged shape for the paint patching. The exact details of the patch will depend on the location and surrounding lines of the vessel in the area of damage. In the middle of the plate field with no graphics or other vessel lines a square or rectangular patch can be used. Where graphics or vessel lines come within 12" of the area of damage the patch should be adjusted in shape to best match the lines of the vessel. These areas are assumed to, but not limited to take the form of a parallelogram or trapezoid. The end result shall be an aesthetically pleasing patch that blends into the vessels as best possible. Where vinyl is removed the area shall be cleaned of all adhesive residue and mechanically prepared back to clean bare metal with a profile meeting the manufacturers requirements.		
29	BSY	The CONTR shall repair all coatings damaged as part of the engine and exhaust system installations." Similar to above questions, in areas of deck surfaces affected by work or showing existing damage, to what extent are coatings to be repaired? Please define the magnitude of coating repairs for a given area. Chip back to tightly adhered coating and spot repair? Repair coating system all the way to nearest weld seams? Renew entire deck surface?	Where deck coatings are damaged by the CONTR during the completion of the contract scope of work the deck coatings shall be spot repaired. The damaged coatings shall be removed back to tight coatings. All tight edges shall be sanded to feather them into the new coatings. In the area where damaged coatings have been removed the plating shall be mechanically prepared back to clean bare metal with a profile meeting the manufacturers requirements.	Part B – Tech Specs Section 631.2	
30	BSY	The scope of work appears to be silent with regard to new or modified deck plates in the engine rooms in way of engine modifications. To what extent are walkways above and around engines to be modified or renewed?	A 622 section of the technical specifications has been added to address this scope of work.	Part B – Tech Specs Section 200	Part B - Section 622 Floor Plates and Gratings
31	MGBW	All inlet pipes, stern tubes and rudder tubes are coated with Blue Seal epoxy coating system and antifoulant as per Table 631-5. Table 631-5 only mentions thru-hulls and sea chests. Are the rudders to be pulled in order to coat the stern tubes? If so, is an inspection required? Also, are the stern tubes to be prepped and coated as well?	The rudders and shafts are not planned to be pulled and are not part of the scope of work outlined in the Technical Specifications. As such there is no scope of work contemplated for coatings in the rudder tubes and shaft logs. Any rudder or shaft work that arises during the course of the contract will be addressed through the change order process.	Part B - Tech Spec #631.5	
32	MGBW	Please confirm that sales tax should be included in the bid pricing schedule.	Please follow the instructions on the Price Proposal form just after the Shipyard Rate Schedule in regards to taxes.	Part D - Attachment A – Cost Proposal	
33	MGBW	Will WETA be responsible for insuring the shipment of the engine package to the Contractor's facility?	RDI Marine, under their contract with WETA, will insure the engines and associated equipment in shipment from RDI Marine's Seattle facility to the CONTR's shipyard.	Part B – Tech Specs Section 233 Main Engines	
34	Glosten	Section 810 notes "The OWNER will review the CONTR's detailed production level drawings to determine compliance with the Specification and Contract." Can a model review prior to production drawings being created replace the review of the production drawings, or would model reviews fall under concept or progress review?	A model review is acceptable	Part B - Tech Specs Section 810	
35	Glosten	Is there a list of drawings/systems WETA requires pre-approval of production drawings on? IE, propulsion system removal/installation plan, Sea water cooling, fuel, hydraulic, exhaust, DEF, FM200, etc.	Reference Question 16 answer		
36	Glosten	Looks like the 4 vessels were built in different runs at (2) different shipyards. The RFP highlights a difference in existing SCR arrangements and FM200 routes between the builds. Are those the only known differences in the areas of concern for these boats?	The vessels were built under two different contracts. While the lead yard changed all four vessels were built by the Kvichak Marine and Nichols Brothers team in a similar manner. Those items noted in the spec are the major differences that WETA is aware of. As with any vessel build it is assumed that there are minor differences between all four vessels. Proposers should be prepared for various brackets and subsystems to be in similar but different locations across all four vessels.		
37	Glosten	Will WETA require as-builts for each vessel? Or will they be close enough to identical that all the drawings can be the same? Is it just the FM200 system that's different that would require separate as-built drawings?	Separate As-Builts are only required if there are substantive differences between the vessels. The contract scope of work contemplates all vessels to be substantially the same. Separate As-Builts will only be required if there are material deviations and major physical changes between the vessels.		
38	Glosten	Existing FM200 drawings aren't included as being released for the existing vessels as part of Addendum #2. Please confirm.	No they were not. They can be added		
39	Glosten	Will a detailed model of the new MAN main engine and modified gearboxes be made available? It sounds like there are modifications for the hydraulic pump to be mounted to the engine, will this be on the model of the main engine?	Yes, WETA can provide a detailed models of the new engine, existing gearbox w/PTO and the MAN SCR's to the Successful bidder.		