

ADDENDUM #6

KITSAP TRANSIT
Invitation for Bids
MV Finest Refurbishment
IFB #KT 17-591
January 25, 2018

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200
Bremerton, WA 98337
Phone: 360.479.6962
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www.kitsaptransit.org



Revisions, Additions, Correction and Clarifications

Addition: 18 New Drawings have been added to the MV Finest Drawing available on Kitsap Transit's website. A link to the drawings is in MV Finest Drawings under Open Procurement KT 17-591 MV Finest Refurbishment. The previous drawings are in the folder labeled "First Release of Drawings" and the new drawings are in the folder labeled "Second Release of Drawings".

Revise: Addendum #5 Question #1 to reflect **Genoa Plus** not Catalina (correction in Bold):

Question #1: Approved Equal: Will Kitsap Transit consider the ~~Catalina~~ **Genoa Plus** style seat from Freedman Seating Company as an "Equal" to the specified Beurteaux seating.

Answer #1: Yes, Kitsap Transit is willing to accept the ~~Catalina~~ **Genoa Plus** seat as an equal (Information Attached). The Contact information for the Western Regional Sales Manager for Freedman Seating Company is:

Michael Beierschmitt
Phone: 702-573-7122
Mike.Beierschmitt@freedmanseating.com

Approved Equals, Questions Asked and Answers Provided

Question #1: Will the Kitsap Transit representative onsite be a single person or a team? Kitsap Transit personnel or 3rd party?

Answer #1: It is anticipated that the onsite team will be one person most days but could include up to six people for reviews of major milestones. Kitsap Transit anticipates having a third party representative providing technical support.

Question #2: What is the anticipated schedule including: Notice to Proceed, Finest Transportation, Finest in service?

Answer #2: Based on Kitsap Transit's current schedule, The Notice to Proceed will be issued approximately March 19, 2018. The Finest is leaving the East Coast the last week of January and should arrive on the West Coast in early March. The Finest will begin service in the Summer of 2018.

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Question #3: What can we expect from Kitsap Transit on time frame to review design and procurement submittals?

Answer #3: Kitsap Transit will have dedicated resources for design and procurement reviews. Approvals/Declinations will be issued in a manner that will facilitate adherence to the Period of Performance.

Question #4: Is engineering and procurement activities allowed prior to Notice to Proceed?

Answer #4: Any activities undertaken before the Notice to Proceed is taken at Contractor's own risk.

Question #5: Please specify how payments shall be paid and invoiced; milestone or schedule of values?

Answer #5: Contractor's will receive payment for all work completed and invoiced from the previous month in accordance with Article 23.00 "Payment" of the sample Contract. Payments will be based on the schedule of values reflected on the Bid Form.

Question #6: Is the shipyard responsible for the COI?

Answer #6: No, Kitsap Transit will work with the USCG to get COI for operations, but all work performed by the Contractor shall be performed in a manner that will not inhibit Kitsap Transit's ability to get their COI.

Question #7: There isn't any reference to what is to be done with the CCTV system that is currently on the vessel.

Answer #7: Contractors will not be required to perform any inspection, repair or maintenance on the existing CCTV system.

Question #8: What is the fuel capacity of the vessel?

Answer #8: 3420 Gallons; split tanks 1710 per side.

Question #9: Please confirm that the period of performance is 60 days from the Notice to Proceed?

Answer #9: Confirmed, 60 WORKING days from the Notice to Proceed.

Question #10: What is the approval time frame for color, type, pattern, and style for tiles, ceiling, floor covering, lighting, and speaker? This is a fairly long list of items that the contractor will have to provide prior to moving forward with the necessary work?

Answer #10: Contractors can submit Requests for Approved Equals during the Questions and Answer period of the solicitation. Contractors are advised that all requests will be made available to all Potential Bidders. If Contractors wait until after Bid closing date, the list may be presented as early as the Intent to Award is issued. Contractors are reminded that materials that do not meet the specification will be rejected.

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Question #11: Is the review time before the 60 day Notice to Proceed work period?

Answer #11: Yes, Kitsap Transit will review submissions between Intent to Award and Notice to Proceed.

Question #12: For blasting and preservation of the hull, is the Jet ring off the transom to be removed? Inspected in place? Is the Contractor to assume that the Jet ring will not be replaced during this evolution?

Answer #12: The Jet ring should be inspected in place.

Question #13: Is the vessel name and hailing going to be provided to the Contractor?

Answer #13: Yes. Vessel is to remain the Finest and the hailing port will be Bremerton Washington.

Question #14: Where is the Contractor to deliver the removed life jackets?

Answer #14: The Contractor will be responsible for disposing of the used life jackets.

Question #15: The window section has been removed from the SOW. Is the Contractor to assume that the windows will stay in place during exterior preservation?

Answer #15: Yes

Question #16: Please provide a copy of the current COI.

Answer #16: Temporary Certificate of Inspection is attached.

Question #17: Will a "new to zone" survey be required for moving the vessel from the East Coast to the West Coast?

Answer #17: All documents necessary to move vessel and deliver to Awarded Contractor's location will be handled by Kitsap Transit.

Question #18: Will the working drawings be part of the public disclosure? The shipyard may be developing certain working drawings/documents defining a proprietary or safe guarded process.

Answer #18: Working Drawings will not need to be submitted after the Award phase of this solicitation. If a Contractor deems any information provided to Kitsap Transit as confidential or proprietary, the Contractor shall work those documents as such (it is generally unacceptable to mark all information proprietary). If Kitsap Transit receives a request to provide documents labeled proprietary, they will notify the Contractor. The Contractor may give permission to release the documents or may seek a legal injunction barring Kitsap Transit from releasing the documents. If Contractor does not notify Kitsap Transit within thirty (30) days of notification, Kitsap Transit will release the documents to the requestor.

Question #19: With respect to access to the work, what notice will be given by Kitsap Transit to access work in progress?

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Answer #19: While Kitsap Transit reserves the right to have representatives on site throughout the project, Kitsap Transit will coordinate with the Contractor's Representative to access work in progress. Kitsap Transit will expect access to requested work area within twenty-four (24) hours of request.

Question #20: In general, shipyard working drawings do not require PE stamp given their development for internal use (or potentially not containing and engineering content). Would we be able to submit unstamped working drawings? With working drawings being generated for the Contractor's internal use, would Kitsap Transit receive these as information only or be part of a review QA process (giving them the ability to "reject" them?)

Answer #18: See answer #18 concerning Working Drawings. Drawings will be used by Kitsap Transit for informational purposes.

Question #19: If the Contractor identifies the "site" or vessel condition differs from the Contract documents, will KT update those drawings to reflect actual as-built conditions prior to commencing associated work? Is this considered an Owner Directed Change and subject to repricing of the effected scope?

Answer #19: If it is determined that the "site" conditions are different from those described in the IFB, an Owner Directed Change order will be issued. Addition/reduction in cost and time will be handled in accordance with the Contract documents.

Question #20: Is the Kitsap Transit Project Manager approving drawings?

Answer #20: Kitsap Transit's Project Manager or Owner's Representative will provide agency approval of drawings. Drawings requiring regulatory agency sign off will need to be submitted to the appropriate regulatory agency, by the Contractor, for approval.

Question #21: Art 14.00 of the sample Contract, when the contractor identifies a potential error, would verbal notification and an email notice of item to be resolved constitute adequate notice? The Contractor would want the ability to work in coordination with Kitsap Transit to vet any potential errors prior to issuing formal notices.

Answer #21: Yes, verbal notification to Kitsap Transit's Project Manager and an email would be adequate notice.

Question #22: Art 22.00 of the sample Contract, please confirm that any documents, data, drawings, Specifications, software applications or other products/materials developed during this contract for general construction activities are property of the Contractor. Only those items that are unique to this specific contract are property of Kitsap Transit.

Answer #22: Confirmed

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Question #23: Art 34.01 of the sample Contract, in order to maintain a contract compliant schedule, will the Contractor be reimbursed for any down payments/penalties for cancellation of material orders in the event of Kitsap Transit's Termination for Convenience?

Answer #23: Yes, Kitsap Transit would be liable for all cost incurred by the Contractor up to the Notice to Proceed. Records of invoices and proof of payment may be required.

Question #24: Spec Sect 1.20.3 With contract documents identifying equipment types and vendors, please confirm the new machinery books, manuals, and data sheets are limited to those supplied by vendors. If not, can Contractor substitute equivalent equipment which may be supplied with contract required vendor documentation?

Answer #24: Contractor would only need to supply literature normally supplied by vendor. All equipment identified in the IFB is for establishment of salient qualities and "or equals" will be accepted as long as "or equal" meets the minimum salient qualities.

Question #25: Spec Sect 1.20.5 Can the Safety Plan and Emergency Evacuation Plan be combined into a typical USCG approved Fire and Safety Plan? Does the Contractor need to provide onboard plans/documents that were not developed as a requirement of this contract?

Answer #25: This requirement will be removed from the specification. Kitsap Transit will perform this specification.

Question #26: Spec Sect 1.23, if a noise or vibration condition is created as a direct result of the Contract documents, would the correction be documented and expenses reimbursed through the change order process?

Answer #26: Yes

Question #27: Spec Sect 9.2, the docking plan will be developed with that information necessary to dock the vessel on a drydock used in this contract. Does this meet the docking plan requirement for this contract or is there a specific reference/list of requirements the docking plan needs to reflect?

Answer #27: Yes that meets the requirement.

Question #28: Please provide a list of the minimum detailed engineering drawings required to be submitted per this contract. The Contractor will develop Working Drawings on a need basis at their own discretion, correct?

Answer #28: The Contractor will only need to provide engineered drawings for repairs/modifications that the USCG or other regulatory body may require in order to complete the scope of work.

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All other terms and conditions remain the same.

END ADDENDUM 6

Please remember to acknowledge this addendum on your bid sheet.



**United States of America
Department of Homeland Security
United States Coast Guard**

Certification Date: 08 Jan 2018
Expiration Date: 08 Jan 2019

Temporary Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

This Temporary Certificate of Inspection is issued under the provision of Title 46 United States Code, Section 399, in lieu of the regular certificate of inspection, and shall be in force only until the receipt on board said vessel of the original certificate of inspection, this certificate in no case to be valid after one year from the date of inspection.

Vessel Name	Official Number	IMO Number	Call Sign	Service
FINEST	1044082	9132076	WDC2284	Passenger (Inspected)

Hailing Port	Hull Material	Horsepower	Propulsion
PORT OF WEEHAWKEN, NJ	Aluminum	2700	Diesel Reduction
UNITED STATES			

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
MAMARONECK, NY	24Jul1996		R-93	R-63		R-114.1
UNITED STATES						
			L-408	L-147		L-114.1

Owner	Operator
FAST FERRY I CORP 1 PERSHING RD WEEHAWKEN, NJ 07086 UNITED STATES	NEW YORK FAST FERRY SERVICES INC 52 SHREWSBURY AVENUE HIGHLANDS, NJ 07732 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Oilers
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	0 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	0 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	3 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 349 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Others. Total Persons allowed: 354

Route Permitted And Conditions Of Operation:
---Lakes, Bays, and Sounds plus Limited Coastwise---

NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

VESSEL OPERATIONS AND CREW TRAINING SHALL BE CONDUCTED IN ACCORDANCE WITH THE APPROVED HIGH SPEED OPERATIONS MANUAL AND TRAINING PROGRAM DATED 09NOV2006.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CFR15.812.

WHEN CARRYING MORE THAN 150 PASSENGERS, THE LICENSED MATE MAY BE SUBSTITUTED WITH A SENIOR DECKHAND PROVIDED

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at New York, NY, UNITED STATES, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection				This certificate issued by: JACOB A. HOBSON, EDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection SECTOR NEW YORK Inspection Zone
Date	Zone	A/P/R	Signature	



Temporary Certificate of Inspection

Vessel Name: FINEST

THIS CREWMEMBER IS AN ADDITIONAL DECKHAND TO THOSE REQUIRED IN THE BELOW CHART AND MEETS THE QUALIFICATIONS AND IS DESIGNATED IN WRITING AS PER NVIC.1-91, CH-1. THE DESIGNATION LETTER SHALL BE MAINTAINED ABOARD THE VESSEL.

NUMBER OF PASSENGERS:	REQUIRED CREW:
300 - 349	1 MASTER, 1 LICENSED MATE, 3 DECKHANDS
151 - 299	1 MASTER, 1 LICENSED MATE, 2 DECKHANDS
1 - 150	1 MASTER, 2 DECKHANDS

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 36. WHEN MORE THAN 36 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Jan2020	16Jan2018	20Feb2013
Internal Structure	31Jan2020	16Jan2018	06Jan2013

---Stability---

Type	Issued Date	Office
Letter	14Mar2012	Marine Safety Center (MSC)

---Lifesaving Equipment---

Total Equipment for 250 Persons

Primary-Lifesaving Equipment	Quantity	Capacity	Required
Lifeboats (Total)	0	0	Life Preservers (Adult) 354
Lifeboats (Port)	0	0	Life Preservers (Child) 36
Lifeboats (Starboard)	0	0	Ring Buoys (Total) 3
Motor Lifeboats	0	0	With Lights 1
Lifeboats With Radio	0	0	With Line Attached 1
Rescue Boats/Platforms	1	0	Other 1
Inflatable Rafts	0	0	Immersion Suits 0
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios 0
Inflatable Buoyant Apparatus (IBA)	3	250	Equipped With EPIRB? YES

--- Fire Fighting Equipment ---

Number of Fire Pumps - 2

Hose Information

Location	Quantity	Diameter	Length
Machinery	3	1.5	Other

Fixed Extinguishing Systems

Location	Type	Capacity
ENGINE ROOM	Carbon Dioxide	200

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
2	A-II



United States of America
Department of Homeland Security
United States Coast Guard

Certification Date:	08 Jan 2018
Expiration Date:	08 Jan 2019

Temporary Certificate of Inspection

Vessel Name: FINEST

3 B-II

1 C-I

END

DEPARTMENT OF
HOMELAND SECURITY
U.S. COAST GUARD
CG-5256 (Rev. 02-13)
CG7630-01-GF2-8620



U.S. COAST GUARD INSPECTED SMALL PASSENGER VESSEL

CERTIFICATE EXPIRES:

YEAR 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 MONTH 2 3 4 5 6 7 8 9 10 11 12
DAY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

PREVIOUS EDITION MAY BE USED

