

ADDENDUM #2

KITSAP TRANSIT
Request for Proposals
Bow Loading Ferry Vessel Design Build
RFP #KT 17-559
July 31, 2017

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200
Bremerton, WA 98337
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Clarifications

All potential Offerors are advised that the following Clarifications are made to the dates of the above referenced Request for Proposals:

- All references to “KT Answers to Questions for Step 1” shall now read : **August 3, 2017**
- All references to “Step 1 Proposals Due” shall now read: **NO LATER THAN 2:00 PM August 25, 2017**

Questions, Requests for Information Received and Answers Provided

Question #1: Please confirm or clarify: vessels will be built based on a concurrent schedule. Please identify, if any, the maximum timeframe between deliveries: example: 2 months between vessel deliveries

Answer #1: Kitsap Transit anticipates three (3) months between vessel deliveries.

Question #2: The RFP contains the statement: “additionally, one of the following classification societies of contractor’s choice.” Is this to be a classed vessel? Please clarify the role of the classification society if this is not a classed vessel?

Answer #2: Vessel will not operate to IACS class-standards, but shall be constructed to their standards.

Question #3: Is there a preferred manufacture for engines and water jets?

Answer #3: No

Question #4: A range of 200-250 passengers is indicated in the RFP rather than a fixed passenger number requirement. How does passenger count effect proposal evaluation criteria and scoring?

Answer #4: The passenger range for Step #1 is not a scoring factor.

Question #5: What are the specific wake sensitive areas along the anticipated routes?

Answer #5: There are NO wake sensitive areas on the anticipated routes.

Question #6: Appendix B #4 (d) asks for Conformance with the Owner’s Requirements. What is that Kitsap Transit would like to see for this requirement? One of the bullets says “General Arrangements (drawings), what do you want?”



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Answer #6: The Offeror should provide a written description of how they intend to comply with each of the bullet in connection with the Owner's Requirements. The General Arrangements (drawings) would be a narrative describing the Offerors development process.

Question #7: Appendix D, Principle Vessel Characteristics, what does the 7 mean in the 7-35 knots full load and 7-37 knots light load?

Answer #7: The 7 should be a > symbol. Please revise the Chart as follows:

Design Speeds	> 35 knots full load > 37 knots light load	Full load includes operation at full tankage and maximum passenger and crew capacity. Light load is operation at full tankage and crew, no passengers. Design speeds shall be attained at no more than 95% maximum continuous rating (MCR) of the engines.
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Question #8: Will KT provide drawings of details and weights for the WSF ramps and terminals for each terminal that will service these vessels? Will KT provide specific route data for all routes including prevailing winds and significant wave heights as well as route lengths?

Answer #8: This information will be provided in Step 2.

Question #9: Appendix D, Principle Vessel Characteristics, indicates NO A/C will be provided in the passenger compartment. We are concerned that even in Washington there are many days that will overheat a compartment with closed windows and doors.

Answer #9: Amend Principle Vessel Characteristics to say, "Vessel will have heating, ventilation and air conditioning appropriate for a vessel operating in temperatures between 30°F to 90°F."

All other terms and conditions remain the same.

END ADDENDUM 2

Please remember to acknowledge this addendum on your bid sheet.