

## ADDENDUM #5

**KITSAP TRANSIT**  
**Invitation for Bids**  
***MV Finest Refurbishment***  
**IFB #KT 17-591**  
**January 11, 2018**

60 Washington Ave. Ste.  
200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086

[www.kitsaptransit.org](http://www.kitsaptransit.org)



### **Revisions, Correction and Clarifications**

**Revise:** Exhibit A “Scope of Work” Section 2.4 to remove this task:

#### **2.4 Windows Reserved**

~~All windows shall be removed from the vessels and disposed of per Kitsap Transit direction.~~

~~After removing all the windows and frames, the structure shall be inspected and cleaned of all corrosion, pitting, or other contamination. Plating that is damaged beyond reasonable repair shall be replaced as necessary prior to the installation of any windows or Portlights. Kitsap Transit's Representative shall approve any and all plate replacement prior to installation. The Contractor shall be responsible for replacing up to 25 square feet of damaged plating in way of the windows.~~

~~New, heavy duty marine grade aluminum frame windows shall be provided and installed to replace the existing windows. Exterior and interior window clips shall be provided. General style, glass thickness and temper, mounting scheme and window tint shall match the existing windows.~~

~~The Contractor shall submit a window list and manufacturer's drawings to Kitsap Transit for approval prior to issuing a purchase order.~~

### **Approved Equals, Questions Asked and Answers Provided**

**Question #1: Approved Equal:** Will Kitsap Transit consider the Catalina 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 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](mailto:Mike.Beierschmitt@freedmanseating.com)



## **ADDENDUM #5**

**Question #2:** Contract Bonds: The instructions discuss and define the Bid Bond, but the contractor is unable to find information regarding specific Payment and Performance bonds.

**Answer #2:** Performance and Payment Bonds are outlined in Section 3.14 Contact Bonds. To summarize, the Awarded Vendor will need to provide a Performance Bond and a Payment Bond each in the amount equal to 100% of their total Bid. The cost of these bonds should be rolled into the total cost of the project.

**Question #3:** Can bid documents be transmitted electronically?

**Answer #3:** No, bids must be sealed and physically delivered to Kitsap Transit. Bids may be couriered, mailed or hand delivered.

**Question #4:** Tech Spec 1.5 (g), during the engineering process, if it is determined that structural modifications will be required to achieve ADA compliance, would that be the subject of a change order?

**Answer #4:** Yes

**All other terms and conditions remain the same.**

END ADDENDUM 5

Please remember to acknowledge this addendum on your bid sheet.

## Propulsion Control System

<i>Control System</i>	<i>Sub - System Component</i>	<i>Description</i>	<i>Notes</i>
Water Jet Control System		KAMEWA	Propulsion control system providing coordinated control over both waterjets and engine power.
	Two-Axis Joy stick	Steering and thrust control for maneuvering	Indicator lamps for thrust command and steering command
	System Status and station transfer panel	Transfers control between steering control stations, separate, common, and tiller mode	Control system warning lamp, reconnect controls, lamp test and dimmer for clutch control panel
	Clutch control panel	Allows operator to engage engine clutch in and out of reverse	Clutch reverse is used for backflushing only
	Backup control panel	Allows override and direct control of waterjet control system	Has own dimmer and lamp test
	Indication Display	Analog meter to display the reversing bucket and steering nozzle positions	Has its own dimmer switch

## Alarm & Warning Systems

<i>Alarm System</i>	<i>Alarm or Failure</i>	<i>Location</i>	<i>Notes</i>
Water Jet Control System	Steering control, bucket control, RPM control, Primary control Unit, Back up power	Wheelhouse	Activated through MCS-5 system and MTU Alarm
Engine Alarm	Engine alarms, temp, pressure, speed	Wheelhouse	Activated through MCS-5 system and MTU Alarm
Fire Alarm	Fire Indicated by heat or smoke	Wheelhouse	System 3 Universal Alarm Control and MCS-5
CO2 fire System	Release of CO2 fire suppression system	Engine Space	
Bilge Alarm	High Level bilge alarms	Wheelhouse	MCS-5
Navigation Light Alarm	Failed bulb in navigation light	Wheelhouse	Dual navigation light system, individual lights can be switched to backup from wheelhouse panel
Fuel Tank Alarm	High and low level alarms	Wheelhouse	MCS-5
Fresh Water Tank Alarm	Low level alarms	Wheelhouse	MCS-5
Sewerage Tank Alarm	High level alarm	Wheelhouse	MCS-5

## **Summary of Steering System**

Vessel steering is provided by the articulating and reversing thrust action of the two waterjets. Each jet nozzle can, independent of each other, articulate 30 degrees from side to side and shift from ahead to astern to direct its thrust. The combination of the thrust vectors create the desired steering effect.

## **Domestic and Environmental Systems**

### **Void Space Ventilation**

All voided spaces are naturally vented. Voids are vented through a duct system which is directed overboard

### **Toilet Ventilation**

Exhaust fans are fitted in each head drawing conditioned air from the passenger accommodation through a grill fitted in the head ceiling and exhausting to the Port and Stbd aft decks.

### **Engine Room Ventilation**

Engine room machinery space is supplied with forced combustion and ventilation air by the Altair system intake housings. The system, feeding the fore end of the compartment, comprises the following elements; vane separators, vent intake silencer fan and fire dampers.

Engine room exhaust room duct allowing air to be expelled from the engine room and located the aft end of the compartment is fitted with manually operated fire dampers to those in the intake housing.

### **Main Cabin Lighting**

Lighting is located throughout the main cabin. The lighting system consists of a series of 20 watt fluorescent bulbs. These bulbs are operated through standard 120 volt current.

### **Emergency Lighting**

The main cabins are also equipped with 24 volt emergency lighting. In the event that there is a loss in main generation power, these emergency lights will automatically activate and maintain illuminations within the main cabins.

## Accommodation

Passenger areas are on both the main and second deck with airline seating for 350 passengers. Capacity for the second deck interior is not to exceed 82 passengers.

Crew accommodations provided in the wheel house are a chair each for the Master and Mate and include a Pullman style day bunk located on the aft bulkhead of the Pilot House.

## HVAC

Aqua-Air Manufacturing Air chilled/heated water, re-circulating type system is provided which conditions and distributed are to main and second deck cabin compartments. The system consists of (6) air handling units, (3) chillers units, (2) immersion heaters, (2) engine waste heat exchangers, and (4) circulating pumps.

## Fresh Water Tank Capacity

Integral Tank	1325 l	350 gal
Main Deck tank	663 l	125 gal(each)
Hot Water Tank		6 gal
<b>Black Water Tank</b>		<b>550 gal</b>

## Bilge Engine

An engine driven bilge pump is provided by each main propulsion engine to draw water from the bilge manifold. The bilge manifolds are located in the starboard and port engine rooms and are fitted with piping and valves to each bilge space. Each of the bilge spaces, are equipped with high-level bilge sensors, which are connected to a main control alarm panel located in the wheelhouse.

## Fire System

Electric Fire pump	240 v 3 phase fire pump located in the #5 Stbd void spaced Switched on from the utility electrical room.
Engine driven fire pump	Stbd main engine driven bilge pump can be charged to be Used as a secondary fire pump.
Three fire hydrants	(1) Main deck fwd. Stbd side (1) Main deck aft Stbd side (1) second deck Stbd side

## **Ballast/Trim System**

The Vessel is not equipped with a ballast system. Longitudinal trim can be controlled by the relative weights and centers of the fresh water tank, black water tank, fuel oil tank and passenger loads. Transverse trim can be controlled by transfer of fuel oil from one tank to another.

## **Fuel System**

The fuel system consists of two fuel oil tanks located on the port and starboard side, 1 transfer pump, main feed line to each engine rooms, 2 generator feed pumps, 2 filter bank, return and leak off line.

Tank levels and fuel management is monitored by the MCS-5 system located and controlled from the wheelhouse. Fuel oil transfers can be controlled and initiated through the MCS-5 system or manually controlled at the transfer pump.

## **Fire Detection and Suppression system**

Fire detection is present in all manned spaces including the passenger salons, engine rooms and auxiliary machinery room. The alarm control panel is located in the wheelhouse on the aft bulkhead. Separate alarm indicators are provided for the following spaces: Starboard engine room, port engine room, Main deck, Second deck, electrical auxiliary control room and the wheelhouse.

Fire Suppression is provided for the engine room by a fixed Kidde CO2 system located in the electrical auxiliary room.

Fire dampers provide further fire suppression and are located in both the engine room air intake and exhaust vents.

## **Sea Water Systems**

Sea water cooling is provided through hull penetrations with sea cocks to the following system circuits:

Main Propulsion engines, marine gears, stern glands and exhaust glands

Generator engines

HVAC compressor coolers

The following systems use sea water as their primary fluid medium:

Fire system

Waterjet propulsion

# Navigation Equipment

<i>Item</i>	<i>Units</i>	<i>Model</i>	<i>Description</i>	<i>Location</i>	<i>Notes</i>
Radar	1	Furuno - FR2110	X-band, 10 kw, 36 RPM	Port Nav Console	Primary Rader with ARPA
Radar	1	Furono - FR8111	X-band, 10 kw, 36 RPM	Stbd helm console	Secondary Rader
Chart Plotter	2	Capn Voyager Mosaic	Electronic Charting System	1 to Stbd of master, 1 to port of mate	
GPS/Loran	1	Northstar - 941 XD	DGPS	Port Nav Console	
Gyro Compass	1	KVH - Azimuth digital gyro compass		Under Console	Interfaced with Radar and Chart Plotter
Magnetic Compass	1	Richie Angler	4" diamete	Forward of Captain on top of console	
Whistle	1	Airchime	Automatic air whistle	Center Console	
Search light	1	ACR RCL 600-24	Fwd looking	Control from Center Console	
Hand Held Compass	1	Plastimo - Iris 100	3" illuminates	Port Side of Chart Table	Backup compass for taking bearing
Anometer	1	Ratheon ST60	WindSPeed/ Direction	Master Starboard	
VHF	2	Icom M126DSC	83 Watt	Center Console	Navigation use
Loud Hailer	1	Furono	2 way foredeck	Port Console	
Handheld VHF	1	Standard 460			

# Craft Structure

## General Construction

All welded aluminum construction to American Bureau of Shipping for High Speed Craft standards

## Fendering

Side fendering is provided by 2 inch x 6 inch strake of UHMW rub rail attached at the deck line on each outboard hull side. Half round 6 aluminum pipe is attached at the upper chine acting as a lower rub rail.

## Doors

Main deck forward doors isa two section weather tight sliding type.

Main deck aft doors(2) are weather tight swing type, with upper and lower dogs.

Main deck auxiliary electrical room door is watertight swing door with upper and lower dogs.

Second deck aft door is two section weather tight sliding type.

Second deck wheelhouse exterior door(2) are weather tight swing style, with upper and lower dogs.

## Hatches

Forward engine room hatches are watertight dogging style.

Aft engine escape hatches are flush watertight dogging style.

## Windows

Passenger saloon windows are of tinted glass with retaining fire clips.

Wheelhouse windows are clear glass with fire retaining clips. Center two windows are provided with internal laminated de-frosting heating wire and windshield wipers.

## Mast

A tubular aluminum mast mounted on the top of the wheelhouse provides mounting for navigation lights, communication aerials, deck lights and navigation instruments. The mast is fitted with fixed rungs for access to equipment for maintenance and replacement. Yards are provided for flag hoists, NUC lights and day shapes.



## **Watertight Integrity**

The vessel is multi-compartmented, each watertight from the adjoining compartment. Each hull is divided into five watertight compartments.