RFP #20-001
Equipment Procurement and Delivery for Marine Engine Repower Project for the Metropolitan Washington region

Addendum #1

Date 8/8/2019

PRE-PROPOSAL MEETING

A Pre-Submission Conference was held for potential Proposers(s) to meet at the following location – 580 Water St SW, Washington, DC 20024 on Tuesday, July 30, 2019 at 10:00 a.m. EDT.

Sign-in sheet was circulated (see Attachment A). John Lake of Entertainment Cruises (EC) participated via phone.

Introductions were made to open the meeting at 10:14 AM.

Jeff King (COG) did a brief review of the project scope and background.

QUESTIONS & ANSWERS PROVIDED BY MCOG/ ANSWERS PROVIDED BY EC.

1. What will the length of harnesses be for engines and controls from engine room to helm?

   We can provide estimated lengths but recommend that suppliers use the pre-bid meeting as an opportunity to pull any measurements or other information from the vessel that they may need. We will have the wire chases open and make accessible any space required for you to get measurements.

2. Length from main helm to wing stations?

   We can provide estimated lengths but recommend that suppliers use the pre-bid meeting as an opportunity to pull any measurement or other information from the vessel that they may need. We will have the wire chases open and make accessible any space required for you to get measurements.

3. Will generator keel coolers be sized to zero knots?

   Yes, generator keel coolers will be sized to zero knots as the required spec.

4. Will propulsion engine keel coolers be sized to 2 knots.??

   Yes, 2 knot keel coolers for the propulsion engines will be the required spec.

5. Engine and generator expansion tanks are not mounted on engines. Can installer build tanks, or do we have to supply tanks loose?

   We would like the equipment provider to supply the tanks if they are not part of the engine package.

6. Are only electronic submissions will be accepted??

   YES. The Lockbox system must be used as per the RFP.

7. Will you be reusing the existing Racor 1000MA's or do you want new duplex Racors? The come with metal and glass bowls? Preference?

   We believe that with newer engine fuel filtration requirements new duplex bowl Racors will be required. We prefer the glass bowl style, with the metal flame arrester under the bowls as required by USCG.

8. Can a supplier bid Proposal A or B only? Is there a possibility that they could choose two different suppliers for the boat? One for generators and one for engines? Would they consider a supplier if quoted just propulsion engines?

   The RFP requires submissions to include all equipment required for the project, we cannot except bids that would not provide the complete supply of equipment.

9. Low res for mounting? Looking for tail shaft for vibration?

   Engine/transmission isolation mounts should be Low Rez or equivalent and provide sufficient support and isolation to reduce vibration.

   The rebuilding or replacement of the Lo – Rez Flexible coupling will not be included as a part of the scope of the repower project. However, based on previous experience a spool shaft (spacer)or other mechanism to make up the distance between the transmission coupling and the shaft coupling will be required. Until we can determine the condition of Lo -Rez coupling and its suitability for use with the selected equipment we cannot determine if it will remain or be removed from drive train. Either way a spool shaft, transitional shaft, drive saver, or other component will be required to make the connection between either the Lo Rez coupling or the shaft coupling.

10. Rebuild torsional coupling rebuilt or new. Or replace items. Can be an add option???

    See answer above in reference to the Lo – Rez coupling. The torsional coupling, meaning the piece connecting the engine flywheel to the transmission input shaft should come with new torsional coupling based on engine vendor's TVA.

11. Does it currently have air shaft break currently?

    Yes, but want to eliminate items using air power. As per the spec the transmission selected should be sized/designed to not require an airbrake assist to slow or stop the shaft prior to shifting.

12. Keel cooler who will responsible to supply?

    Engine vendor supplies.

13. What is the keel coolers size?

Specification is for Fernstrum Z type or equivalent closed loop cooling system. O knot cooler for Generators and 2 Knot cooler for propulsion engines. The actual dimensions will vary based on each proposed engines requirements.

14. Can you provide prints need e-copy of plans?

    Yes. See the website for a file marked Exhibit A.

15. Spec for block heater on engines has its own line on the price sheet.

    Simply write included in price for this item on Equipment Pricing Form.

16. Controls - spec call for emergency backup panel. Is this independent of main panel? Does it need to be 100% independent or just add redundancies.

    The system does not need to be 100% independent but needs to add redundancies. This is a description of the system the USCG approved on the Odyssey III installation. A system providing equivalent or better redundancy to this system is acceptable.

    The standard control system provides a dedicated PORT and STBD processor, which are isolated in a manner which prevents an internal failure of the PORT processor affecting operation of the STBD processor/engine/transmission and vice versa. Even with a complete failure of one processor, the "other" side can control that portion of the propulsion system to allow the vessel to return to the dock.

    To provide additional redundancy, the control system provides independent and redundant communication ports and bus systems on EACH processor, with one being designated as the primary and the other as the secondary. Both bus systems are active at all times and utilize a standard control head, with dedicated and isolated cabling running to the wheelhouse. An internal failure of the circuitry controlling communications on the primary bus will not affect the stbd. Should the primary bus experience a failure, a control head on the secondary bus can be made active by the operator pressing the "Station Select" button on the control head, maintaining full functionality. Additionally, all control heads are isolated from both the primary and secondary bus system in a way that prevents an internal failure of the control head from disrupting communications on the bus. The manner in which the system and primary/secondary bus systems are installed does not require either a "Backup Activation Switch" or a "Backup Panel". Operation during a bus failure is done so through a standard control head.

    Additionally, a spare pre-programmed processor was installed in the vessel in such a way that all harnessing from a failed processor could be quickly moved over to the spare processor to minimize any interruption in service.

17. EPA emissions page 12 - Meet or exceed EPA values - test?

    a. Stack testing –

       No.

b. Page 17 testing?

Vendor needs to supply a list of standard tests performed.

c. Tier 3 Certified but not complaint?

Engines must be Tier 3 certified; no additional testing will be required.

18. DVPT's

Engine, Transmission, and control system Mfg. must provide to owner for submission and approval by USCG. Mfg. must also provide test procedure check list for USCG testing and approval for sea trial.

19. Is emissions MDT file needed?

No.

20. Proposal submissions options - Lockbox capacity 10 mb?

Submissions can be in multiple files. Multiple submissions from same vendor can be uploaded to the same lockbox.

21. Line items for generators warranty - extended?

See the definition of warranty on RFP page 20. If additional warranty is offered provide pricing of extra cost.

22. What is the allowance for % shaft speed current vs new?

Same or provide info on effect on existing props. Continuously duty rated engines 1800rpm are in RFP. If shaft speed maintained, then another rpm speed would be considered. As per the spec an explanation of any change to duty rating or expected life cycle would need to be included along with the explanation of how you will maintain the shaft speed.

23. Are there any existing drawings for exhaust sizes?

Exhaust drawings have been provided. The existing exhaust runs have 8 inch thru -hull penetrations but reduce to 6 inch between the thru hull and muffler and 6 inch from the muffler to the engine. Piping may be reused provided it meets engine requirements for sizing. Renewing of exhaust runs if required will be done by the shipyard but will require input for suppliers to ensure correct sizing, muffler install, and mating flange size information is provided.

24. Is bow thruster part of project.

No.

25. Section 8 page 18 - DBE?

The scoring allows for 15 points on a 100 scale for DBE according to the scoring chart in Section IX.E. Failure to have DBE does not disqualify a proposer. DBE qualifications will be checked by COG procurement staff.

26. Timeline?

    This determined by numerous factors. Proposers should provide their minimum timeline for providing the engine in their proposal.

27. Regarding installation of systems, what is or isn't included in submission?

    Items such as pulling cables, etc. should be itemized on new form Proposal Response Form C. Please provide a detailed description of what is included in your proposal, include specific information on what on site installation support will be provided to the shipyard selected to complete the installation.

    The winning bidder's scoring may be weighted more toward having engine supplier run wiring depending on the budget costs.

28. Fitting of engines be accomplished at the yard?

    This is likely but depends of shipyard that is chosen to do the work.

A walk though was held for interested parties.

ADDITIONAL QUESTIONS were asked via email…

29. Taxes are not allowable. (Why not?)

    CFR Section 200.470 (b)(1) (i) Taxes from which exemptions are available to the non-Federal entity directly or which are available to the non-Federal entity based on an exemption afforded the Federal Government and, in the latter case, when the Federal awarding agency makes available the necessary exemption certificates,

30. When will the contract document be issued?

    The contract document will be issued after the Technical Selection Committee (TSC) and Procurement have evaluated the proposals based on the factors stated in the RFP Section VIII. Once the recommended award is approved by the COG CO, an award and contract will be issued as soon as possible

31. Alban Legal needs to see the Qualifications portion of the proposal before submission.

    COG requested clarification of this question on 8/2/19 @ 12:13pm – no reply 8/6.

32. Please provide the language for the Energy Conservation, Clean Water and Recycling Terms and Conditions section that we are required to comply with.

Contractor must submit the information below to COG on a "monthly reporting" basis.

C.1. Subaward Reporting Requirement

If the recipient chooses to pass funds from this assistance agreement to other entities, the recipient must comply with applicable provisions of 2 CFR Part 200 and the EPA Subaward Policy, which may be found at: https://epa.gov/grants/epa-subaward-policy. If applicable, the recipient must report on its subaward monitoring activities under 2 CFR 200.331(d). Examples of items that must be reported if the pass-through entity has the information available are:

C.1.1. Summaries of results of reviews of financial and programmatic reports.
C.1.2. Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.
C.1.3. Environmental results the subrecipient achieved.
C.1.4. Summaries of audit findings and related pass-through entity management decisions.
C.1.5. Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance.

33. For the control system, the specification calls out the following requirements which drive a control system specification:

8.b.ii and 8.c. -Emergency Backup Panel including activation switch, dual throttle control

Question: If redundancy is built into the system and accepted by the Vessel Owner, is a true dedicated backup panel still required? Is a true activation switch still required?

One approach would be to configure either of the wing stations to be on a redundant bus back to the processors, providing operation by way of traditional dual throttle/gear control head. In the event of a failure on the primary bus going to the main helm, the secondary system would be unaffected. Both bus systems are active at all time so a switching mechanism to go from primary to secondary is not needed. This would then eliminate the backup panel, as standard controls can be used in this failure event. This is identical to what was done on the Odyssey.

8.c.i. -Operation (of the Backup Panel) must be independent of the primary system

Question B: What level of independence is required? As detailed in the question for 8.b.ii we can provide independent communication ports and bus systems going to a designated control head at the wing stations. This however still utilizes the same primary processors and also uses the same harnesses from the processor to the transmission. Options can be provided

The system does not need to be 100% independent but needs to add redundancies. This is a description of the system the USCG approved on the Odyssey III installation. A system providing equivalent or better redundancy to this system is acceptable.

The standard control system provides a dedicated PORT and STBD processor, which are isolated in a manner which prevents an internal failure of the PORT processor affecting operation of the STBD processor/engine/transmission and vice versa. Even with a complete failure of one processor, the "other" side can control that portion of the propulsion system to allow the vessel to return to the dock.

To provide additional redundancy, the control system provides independent and redundant communication ports and bus systems on EACH processor, with one being designated as the primary and the other as the secondary. Both bus systems are active at all times and utilize a standard control head, with dedicated and isolated cabling running to the wheelhouse. An internal failure of the circuitry controlling communications on the primary bus will not affect the stbd. Should the primary bus experience a failure, a control head on the secondary bus can be made active by the operator pressing the "Station Select" button on the control head, maintaining full functionality. Additionally, all control heads are isolated from both the primary and secondary bus system in a way that prevents an internal failure of the control head from disrupting communications on the bus. The manner in which the system and primary/secondary bus systems are installed does not require either a "Backup Activation Switch" or a "Backup Panel". Operation during a bus failure is done so through a standard control head.

Additionally, a spare pre-programmed processor was installed in the vessel in such a way that all harnessing from a failed processor could be quickly moved over to the spare processor to minimize any interruption in service.

34. Will you be reusing the existing Racor 1000MA's or do you want new duplex Racors? The come with metal and glass bowls? Preference?

    We believe that with newer engine fuel filtration requirements new duplex bowl Racors will be required.

    We prefer the glass bowl style, with the metal flame arrester under the bowls as required by USCG.

35. Can a supplier bid Proposal A or B only? Is there a possibility that they could choose two different suppliers for the boat? One for generators and one for engines? Would they consider a supplier if quoted just propulsion engines?

    The RFP requires submissions to include all equipment required for the project, we cannot except bids that would not provide the complete supply of equipment.

36. In the specifications under Exhaust Systems it calls for Water cooled exhaust manifold and turbocharger. Cummins strategy for emissions, durability and performance is to go with dry. We have sufficient heat shielding for this. Will this be acceptable?

    The USCG in Sub-chapter K calls for water-cooled exhaust manifolds, 119.420.

That being said, dry ones with appropriate blanketing have been approved. If the engine vendor shows the product is approved for USCG subchapter K Inspected passenger vessels, it would be considered. However, one of the concerns with a dry manifold is the heat rejection into the engine room, even with blankets on them.
We would ask that the proposal provide information on how much more ambient heat rejection would be created in the space. We would also ask that the proposal provide information addressing if this would create a need for additional ventilation requirements.

37. Section VII Specifications

7.C.iii, cooling systems

The system shall include an engine mounted marine gear oil cooler and a coolant level alarm sensor.

Question - Can the marine gear cooler be mounted in line with the keel cooler? Can the coolant level alarm required on this close loop system be mounted on the proposers supplied expansion tank?

We are fine with the gear cooler being mounted away from the engine and the level alarm is fine in the expansion tank. This type of installation would require additional piping and installation by the shipyard so detailed plans of what would be required must be included in the proposal. Just to be clear we are not talking about a separate cooling system for the oil cooler but a tap off of the cooling loop used for the engine, correct? A reminder the spec indicates that a single circuit cooling is preferred.

Attachment A

Metropolitan Washington Council of Governments

	MEETING - Engine Re-power Project RFP 20-001		7/30/2019
	Organization	Contact name	Email
1	VOLVO PENTA	ARJEN STEEGSTRA	ARJEN.STEEGSTRA@VOLVO.COM
2	JohnsonTowers	Ken Hale	KHALE@JohnsonTowers.com
3	Johnson Towers	JD Messler	JDMessler@Johnsontowers.com
4	Twin Disc/Great Lakes Power	Aaron Eckert	aeckert@glpower.com
5	MACK BORING	KERRY THOMPSON	KTHOMPSON@MACKBORING.COM
6	entertainment cruises	Dakota Briceno	dbriceno@entertainmentcruises.com
7	Entertainment Cruises	Mitchell Saraceno	MSaraceno@entertainmentcruises.com
8	ENTERTAINMENT CRUISES	PIETER VAN WIJNGAARDEN	pwijngaarden@entertainmentcruises.com
9	Entertainment Cruises	Nate Handy	nhandy@entertainmentcruises.com
10	BAY DIESEL	JOHN BURCH	JOHN.BURCH@BAYDIESEL.COM
11	ECDC	TIM RODMAN	TRODMAN@ENTERTAINMENTCRUISES.COM

	Organization	Contact name	Email
12	Alban CAT	Chuck Hawley	chawley@albancat.com
13	Cummins Sales & Svs	Richard Sutton	richard.n.sutton@cummins.com
14	MWCOG	JEFF KING	jking@mwcog.org
15	MWCOG	Rick Konrad	rkonrad@mwcog.org
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			