

Addendum #1

Date 10/25/2019

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 Thursday, October 16, 2019 at 10:00 a.m. EDT.

Sign-in sheet was circulated (see Attachment A).

Introductions were made to open the meeting at 10:11 AM.

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

QUESTIONS & ANSWERS

1. Will engineering and detailed specifications be provided?

Yes. Plans will be available to registered proposers on the RFP portal but not on the COG website.

2. Is the pre-submission conference mandatory?

No.

3. Delivery Date?

The project completion date needs to be March 10, 2020.

The equipment will be scheduled to be delivered to the installation vendors facility between January 1st and January 7th. The vessel will plan to arrive at the installation vendors facility on or about January 3rd.

4. Is the size of the exhaust pipes the same?

Yes. However, the mufflers may be slightly different and require pipe fitting adjustments. This would be the responsibility of the installation vendor. Please see drawings of mufflers and ER layout on the bid portal in the zip files.

5. Will we have a list of the tasks that are covered by the engine supplier? Items such as controls, keel coolers, wiring, engine mufflers, etc.

Yes, a list is attached to this Addendum as Attachment B.

6. Are the fuel system connections old or new? Who is providing them?

Existing fuel piping may be reused but any required modifications and new USCG approved hoses for final connection to the engines are the responsibility of the installation vendor.

7. What is the detail of the flexes for the muffler and who is providing?

The flex connections will need to be provided by the installation vendor.

Drawings for the exhaust flexes are located on the portal. The exhaust coming off the engine exhaust elbow is 5 inch ID and the flex needs to mate to a 6 inch ID flange for the piping run to the muffler(s), running 6 inch ID piping from the flex to the mufflers, which have 8 inch ID inlets.

This will keep the exhaust back pressure down, piping weight lower, and allow for as much as possible overhead clearance between the engines & the mufflers. The engines / turbos cannot have or support any weight from the exhaust piping.

Source these flexes from B. Boulden Company (610) 825-1515 ask for Andy Boulden or email Andy@BouldenCompany.com

Additionally, the cooling pipe connections are noted on the drawings located on the portal – location on the engine & size of the connection - these are hose connections, so they only need to be proper sized reinforced hose with the appropriate number of constant torque clamps. The engines do come with the plastic overflow/recovery bottles that will need to be mounted.

8. Are the mounts included?

Yes.

9. Battery and Cabling – who is providing?

Shipyard is providing cabling and batteries. Engine drawings on the portal have the engine electrical specs. Each engine will require (2) 4D-HD 1000 cca batteries, battery box & marine battery cables

10. Are the expansion tanks being replaced?

Existing external expansion tanks shall be removed. The expansion tanks for the new engines are mounted on the engines, the only item that will need to be mounted off the engine is the small plastic coolant overflow/recovery bottle.

11. Size for access hole?

Installation vendor will need to determine this based on their plan for rigging the equipment in and out and using the provided specs on engine sizes.

12. Generator wiring and new breaker? Will a new breaker be needed?

The New Generator configuration will require new breakers, the breakers (2) shall be 1000amp electronic breakers. The existing distribution panel and existing bus bars are adequate for the additional KW.

13. Generator wiring and new breaker? Will a new breaker be needed?

The New Generator configuration will require new breakers, the breakers (2) shall be 1000amp electronic breakers. The existing distribution panel and existing buss bars are adequate for the additional KW.

New Generator configuration will require new wiring as well.:

- **8 - MCM 646 cables required per gen set for a total of 16 new cables. The length of run for the cables is 16ft from the port gen into the panel and 20 ft from the Starboard gen into the panel.**

14. Keel coolers

- The New keel coolers are the flange style, drawings provided.**
- The one old cooler will need to be removed. Installation vendor may leave the existing channel coolers in place unless they are in the way of the new keel coolers. The Channel coolers may be partially removed and capped off if necessary, to make room for the new keel coolers.**
- All new Keel coolers are being installed. 4 in total.**
- Existing cooling system drawing is on the portal.**

15. Review of the spec was done.

All equipment info is in the RFP.

16. EPA Certified demo of old equipment required?

New rules are in the zip file on the portal named B-6 DERA Certificate of Destruction.

17. Will a Stub Shaft be required to make up the distance between the new transmission and propeller shaft?

Per the drawing on the portal we do not expect to need a stub shaft.

18. Fuel line feed size same as current?

Existing fuel piping may be reused but any required modifications and new USCG approved hoses for final connection to the engines are the responsibility of the installation vendor.

19. Wiring responsibilities?

Equipment vendor will run control and communication wiring for engines and transmissions. All other wiring and wire runs are the responsibility of the installation vendor.

20. ECM's remote mounted?

Installation vendor will mount the ECM's, location to be provided by the installation vendor and control and communication wiring will be done by the equipment vendor.

21. Pilot House wiring?

The equipment vendor will run control and communication wiring and make final connections. The installation vendor is responsible for installation/mounting of the display units, throttle controls, start/stop controls and any separate gauges. The installation vendor is responsible for dash cutouts/and equipment layout working with vessel reps to determine layout.

22. What is needed for the "Other" category on the Proposal Form, Itemized Pricing Sheet?

Please provide a separate itemized list of Other items in your pricing and attach to the Proposal Form. Fill in the total in the space provided on the Proposal Form, Itemized Pricing Sheet.

23. It is our understanding that a new cooling system will be required and that all engineering and drawings for construction will be forthcoming from MWCOCG.

- a. **The New keel coolers are the flange style, drawings provided on portal.**
- b. **The one existing Keel cooler will need to be removed. Installation vendor may leave the other 3 existing channel coolers in place unless they are in the way of the new keel coolers. The Channel coolers may be partially removed and capped off if necessary, to make room for the new keel coolers.**
- c. **All new Keel coolers are being installed. 4 in total.**
- d. **Some internal piping modifications to make the engine connection will be required as well.**
- e. **Existing cooling system drawing is on the portal.**

24. It is our understanding that the Engine Provider Contractor will be supplying the electrician to connect/disconnect generators, run cables, connect new controls, etc. Do we as the Installation Contractor have any electrical work?

That is not correct. The equipment vendor will provide and install control and communication wires within the engine room and run to the pilot house. The installation vendor is responsible for disconnection and removal of old wiring and components. The installation vendor is responsible for installation/mounting of the display units, throttle controls, start/stop controls and any separate gauges and for dash cutouts working with vessel reps to determine layout, and for Gen Set power wires, and distribution panel modifications.

25. Are we expecting any other engineering and drawings?

Drawings are now uploaded on the MWCOCG bid portal.

26. Will MWCOCG supply all approved engineering drawings necessary for the installation of the four (4) engines as required by U.S.C.G.? Will the engineering drawings include electrical and

RFP #20-006
Equipment Installation and Delivery for Marine Engine Repower Project for the
Metropolitan Washington region

charging systems, keel cooler systems, exhaust systems, controls/gauges/alarm systems, fuel systems, lube oil systems, etc.?

Vessel owners' naval architect will submit drawings to USCG for approval and use for installation.

27. What else should be provided in the **Itemized Pricing Sheet**, Item 1 Base Installation Cost, Item 2 general Services?

Any additional services required to complete the installation of the equipment.

28. Should the Marine chemist be priced in item 5, Gas Freeing?

Yes

29. For Item 6 **Fuel Removal and Storage**, can the fuel be disposed of, and new fuel be purchased and replaced upon completion of the project?

We would prefer to store and reuse fuel but if that is not possible yes it can be disposed of and new fuel purchased.

30. Will the Engine Provider (Bay Diesel) be onsite for the installation of new engine process, start up and sea trial?

Yes.

31. Item c. **INSTALL ENGINE ROOM MACHINERY**, Item 2) "Align engines, reduction gears and propeller shaft per manufacturer's instructions. Do you have these instructions?"

Engine and transmission manuals will be provided.

32. Do you have engineering drawings on how the engine foundations will need to be modified for the new engines?

Drawing is on the MWCOG portal.

33. In the RFP - 11) Scope of work, Item a) #3 reads " Once equipment is removed the bilges shall be cleaned, prepped, and painted prior to installation of new equipment. What is the preparation standard required in the bilges prior to painting? Where should this item be on the "Itemized price sheet"

Our preference would be to use the PPG paint Amercoat 235 in an off white or light grey color and apply two coats to any bare metal and one top coat any areas that the original coat remains intact. Please follow the PPG surface preparation guidelines for this paint product. They are as follows:

- **Areas where existing paint is tightly adhered - The surface preparation recommended for Amercoat 235 is to include removal of water, salt,**

dirt, oil, loose rust and all rust scale. SSPC – SP2 as the standard. For maximum performance, treat all surfaces with Prep 88 Cleaner.

- **SSPC-SP2 Hand Tool Cleaning** This standard covers the removal of loose mill scale, loose rust, loose paint, and other loose detrimental foreign matter from surfaces with the use of non-powered hand tools. Adherent products – as determined by a dull putty knife – are not to be removed with this procedure. SSPC-SP1 removes oil and grease before cleaning with hand tools, and compressed air or a vacuum will remove dust after this cleaning procedure is completed. Removing all weld slag and stratified rust with impact tools, using nonimpact methods such as scraping to remove all non-adherent materials, and feathering an adherent paint coating, are all hand tool cleaning methods accepted by this standard.
- **All bare metal should be prepped to SSPC – SP3 standards**
 - **SSPC-SP 3 Power Tool Cleaning** SSPC-SP3 details the use of power-assisted tools for surface preparation. The preparation method described here is intended to remove the same contaminants from a surface as in SSPC-SP2, and the procedures before and after using this cleaning method are identical to SSPC-SP2. The standard includes using rotary, impact, or power brushing tools to remove stratified rust, weld slag, and mill scale. Power abrading tools also acceptably remove mill scale according to the standard. SSPC-SP3 requires power tools to be used in a manner that prevents the formation of burrs, sharp ridges, and sharp cuts. Feathering the edges of adhered paint surfaces is also required.

34. In the RFP - 11.) Scope of work, Item b) DESTRUCTION OF ENGINE BLOCK.

Where should this item be on the "Itemized price sheet"?

Please add to Other list and describe/price.

35. Scope of work, Item c) #11 - Will a stub shaft be needed? Do you have a drawing for this? Where should this item be on the "Itemized price sheet"?

Please add row for other and describe/price. Stub shaft and drawing question answered previously above.

36. Scope of work, Item e) Cooling System- Do you have a drawing for this? Or more information on the modifications needed for the new cooler install?

Answered in questions #7, #10, #14, and #23 above.

37. Scope of work, Item g) Electrical System - What electrical is needed by the "Installation" contractor? Do you have a drawing or better spec. on what is needed for this?

Answered in questions #9, #12, #19, #20, #21, and #24 above.

38. Scope of work, Item h) OTHER SYSTEMS - How would you like us to price this?

Answered in question #21 above.

RFP #20-006
Equipment Installation and Delivery for Marine Engine Repower Project for the
Metropolitan Washington region

A walk through was held for interested parties.

*See Exhibit A Sign-in Sheet and Exhibit B List of Drawings on following pages

EXHIBIT A

RFP 20-006 Equip. Installation
PRE-PROPOSAL MEETING

10/16/2019

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Rick Konrad	MWCOG	rkonrad@mwkog.org
Norman Drake	Colonna's	ndrake@colonnaship.com
John Burch	BAY DIESEL	JOHN.BURCH@BAYDIESEL.COM
Nate Handy	ECDC	nhandy@entertainment cruises.com
JEFF KING	MWCOG	JKing@mwkog.org
John Lake	Entertainment Cruise	JKLake@Entertainment cruises.com

EXHIBIT B

RFP 20-006EQUIPMENT INSTALLATION PROCUREMENT FOR MARINE ENGINE REPOWER PROJECT FOR THE METROPOLITAN WASHINGTON REGION	
Addendum #1 Exhibit B	
Plans Provided	
Zip File Number 1	Description
1 000-A 1866 REV	Engine/Generator Detail
2 000-A 2018 REV	Engine/Generator Detail
3 334-6001 A	Plan View with Engine and Generator and Mufflers
4 334-6001 B	Engine on Girder Mounting Profile
5 ES	Exhaust System
6 M42-8C1	End in End out
7 M42-8C2	Side in End out
8 M42-8C4	Side in Side out
Zip File Number 2	
9 B-1	Bay Diesel bellows
10 B-2	First Oil System
11 B-3	EXH ELBOW
12 B-4	Machinery Cooling
13 B-5	Shaft, Stern & Strut Tube
14 B-6	DERA Certification of Destruction